



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

When You are Reading
AND THE WORDS BECOME
BLURRED AND MISTY
THEN YOU NEED TO CONSULT
N. LAZARUS
Optician
12, Queen's Road C.

No. 20,288

號八十八百二第第二第

日一廿月五年亥癸

HONGKONG, WEDNESDAY, JULY 4th, 1923.

三第

號四月七年二十國民華中

PRICE, \$5 PER MONTH

INTIMATION

FRESH STOCKS.

**ALLSOPPS
BRITISH
PILSENER BEER**

Specially Brewed

FOR

HOT CLIMATES.

SOLE AGENTS:

**CALDBECK,
MACGREGOR**

& CO., LTD.

15, QUEEN'S ROAD.

TEL. 75 CENTRAL.

SPORTING. I

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French,
and American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

**THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE.**
5-6, BEAconsfield ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	7.10 a.m.	Stop
7.30 " "	8.00 " "	Stop
8.00 " "	8.30 " "	Stop
8.30 " "	8.47 " "	Stop
8.47 " "	9.04 " "	Stop
9.04 " "	9.11 " "	Stop
9.11 " "	9.20 " "	Stop
9.20 " "	9.30 a.m.	Stop
9.30 a.m.	11.00 p.m.	Stop
11.00 p.m.	12.30 p.m.	Stop
12.30 p.m.	12.47 " "	Stop
12.47 " "	1.04 " "	Stop
1.04 " "	1.13 " "	Stop
1.13 " "	1.20 " "	Stop
1.20 " "	1.30 p.m.	Stop
1.30 p.m.	4.00 " "	Stop
4.00 " "	4.30 " "	Stop
4.30 " "	5.00 " "	Stop
5.00 " "	5.10 " "	Stop
5.10 " "	5.20 " "	Stop
5.20 " "	5.30 " "	Stop
5.30 " "	5.47 " "	Stop
5.47 " "	5.57 " "	Stop
5.57 " "	6.04 " "	Stop
6.04 " "	6.13 " "	Stop
6.13 " "	6.20 " "	Stop
6.20 " "	6.30 " "	Stop
6.30 " "	6.40 " "	Stop
6.40 " "	6.47 " "	Stop
6.47 " "	6.57 " "	Stop
6.57 " "	7.04 " "	Stop
7.04 " "	7.13 " "	Stop
7.13 " "	7.20 " "	Stop
7.20 " "	7.30 " "	Stop
7.30 " "	7.37 " "	Stop
7.37 " "	7.47 " "	Stop
7.47 " "	7.54 " "	Stop
7.54 " "	8.03 " "	Stop
8.03 " "	8.10 " "	Stop

SUNDAYS.

7.00 a.m.	7.10 a.m.	Stop
7.30 " "	8.00 " "	Stop
8.00 " "	8.30 " "	Stop
8.30 " "	8.47 " "	Stop
8.47 " "	9.04 " "	Stop
9.04 " "	9.11 " "	Stop
9.11 " "	9.20 " "	Stop
9.20 " "	9.30 a.m.	Stop
9.30 a.m.	11.00 p.m.	Stop
11.00 p.m.	12.30 p.m.	Stop
12.30 p.m.	12.47 " "	Stop
12.47 " "	1.04 " "	Stop
1.04 " "	1.13 " "	Stop
1.13 " "	1.20 " "	Stop
1.20 " "	1.30 p.m.	Stop
1.30 p.m.	4.00 " "	Stop
4.00 " "	4.30 " "	Stop
4.30 " "	5.00 " "	Stop
5.00 " "	5.10 " "	Stop
5.10 " "	5.20 " "	Stop
5.20 " "	5.30 " "	Stop
5.30 " "	5.47 " "	Stop
5.47 " "	5.57 " "	Stop
5.57 " "	6.04 " "	Stop
6.04 " "	6.13 " "	Stop
6.13 " "	6.20 " "	Stop
6.20 " "	6.30 " "	Stop
6.30 " "	6.40 " "	Stop
6.40 " "	6.47 " "	Stop
6.47 " "	6.57 " "	Stop
6.57 " "	7.04 " "	Stop
7.04 " "	7.13 " "	Stop
7.13 " "	7.20 " "	Stop
7.20 " "	7.30 " "	Stop
7.30 " "	7.37 " "	Stop
7.37 " "	7.47 " "	Stop
7.47 " "	7.54 " "	Stop
7.54 " "	8.03 " "	Stop
8.03 " "	8.10 " "	Stop

SATURDAYS.

Extra Car—12 midnight
NIGHT CARS—WEDNESDAYS AND SUNDAYS:
8.50 p.m., 9.00 p.m., 9.30 p.m.,
9.30 p.m. to 11.00 p.m. every 30 minutes (Stop
11.10 " " 11.45 " " 15 " " 15 p.m.)
SPECIAL CARS
By ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRA BUILDINGS.
Hongkong, 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891
----------	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------

IMITATED BY
MANY.PERFECTION
SCOTCH
EQUALLED BY
NONE.SOLE AGENTS:
GRANE, PRICE & CO., LTD.
WINE MERCHANTS,
No. 8, QUEEN'S ROAD CENTRAL,
HONGKONG. (135)
Tel. Central No. 135.

DAIRY FARM NEWS

Your and Your Family's Health
depend in Great Measure on the Quality and Purity of the
Food You use.Have You Considered
the Absolute Necessity of having Your
MILK, BUTTER, MEATS, Etc., Etc.,
handled, before reaching You, in a Manner that will save
You all Anxiety?We maintain an Efficient Staff under Strict European
Supervision to ensure
PURITY AND EXCELLENCE IN ALL BRANCHES.LOTOL
AND ITS USESLotol Means Sudden Death
to
Cockroaches, Fleas, Bugs, Ants, Silverfish and Mosquitoes.
is guaranteed to destroy and exterminate
every kind of insect pest**LOTOL**
Where LOTOL is, there can be NO PLAGUE nor any kind of
INFECTIOUS DISEASE.

LOTOL IS MADE IN AUSTRALIA.

THE GENERAL COMMERCIAL CO., LTD.

10, Des Voeux Road Central. Phone 3255
Sole Agents for Hongkong and China. (136)

W. P. SIMPSON

(LATE OF DISS BROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING

Queen's Road Central,

2nd Floor.



PRESCRIPTIONS

When the Doctor prescribes he
expects the Druggist to fill the
prescription with Pure Drugs. The
quality of our Drugs, Medicines
and Toilet Goods is not surpassed.
Have the Doctor's Prescription
filled here and the result will be
satisfactory.

THE PHARMACY,

THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

THE BUILDING OF THE
AMERICAN NATION
LECTURES BY PRESIDENT OF
COLUMBIA UNIVERSITY.
THE AMERICAN REBELLION.Dr. N. Murray Butler, President of
Columbia University, New York, delivered the
Watson Chair lectures, this year in
England. He selected as his subject
"Building the American Nation."The first lecture was delivered at the
Mansion House, London, when Dr.
Murray Butler, spoke on the "Forerunners
of the American Nation, Samuel Adams
and Benjamin Franklin. He said it had to
be borne in mind that the American
settlements were an integral part of the
British Colonial system, and they could
only be studied from that point of view.
The history of the American nation began
at that indefinite and indeterminate
point, about the middle of the eighteenth
century, when restlessness under distant
British control became sufficiently wide-
spread to contemplate revolt. It would be
a great mistake to suppose that this rest-
lessness passed into revolt because of any
specific act on the part of the British
Government. As a matter of fact, it was
the freest part of the British Empire
which revolted. It would be a fair matter
for discussion whether the Colonies did
not benefit by their distance from Great
Britain; sometimes they were overlooked
and forgotten. What really happened
was that tendencies, movements, and am-
bitions, long preparing, came to a climax
under the co-operating influence of various
forces. It was a real revolution. Had it
not been for the revolution in Great
Britain of 1688, and the vast increase
of the power of Parliament, the American
revolution might never have taken place.
The kings vexed the Colonies much less
than Parliament, and Acts of Parliamen-
ts, in which the Colonies had no direct
representation, gave grounds for increasing
dissatisfaction, apart from the justice or
merit of the measures themselves. It was
wrong to think of the inhabitants of the
American colonies as wholly English. There
were also Dutch, German, French, and
Swedish immigrants. By 1776 the popu-
lation of the Colonies amounted to some-
thing more than 2,000,000, of whom two-
thirds were of English stock, one-sixth of
Scottish-Irish stock, and one-tenth of
German stock. It was, however, from the
English stock that the impulse of the
revolution came, and the voices which
directed it were Samuel Adams and Ben-
jamin Franklin. These men were the in-
heritors of English ideals, but they were
Americans and not Englishmen. It was the
new and developing type which was in
revolt against any form of Government from
a distance—it might have been for a time
anti-English, but it could not be described as
un-English. The logic of events was too
strong even for high-minded loyalists.
Though the Congress passed a declaration
of allegiance to the Crown, events had
been taking place which only needed the
assembling of such a body to hasten the
conflict. That the British Forces should
have attempted to seize the arms and
munitions of the colonists was quite
natural, and when that attempt was made
fighting was inevitable. National union
and national feeling were not created by
the Declaration of Independence; they
preceded that Declaration. It made no
difference what policy England might
follow towards the colonists; they had
all the elements for a complete nation.Lord Queensborough, in proposing the
vote of thanks which was heartily accorded
to the lecturer, said he believed Dr.
Butler had delved into 2,400 books for his
materials.
Dr. Barker, Principal of King's College,
in supporting the motion, expressed the
belief that the schism between the two
peoples need never have happened if the
statesmen on both sides of the water had
been adequate to the needs of the day.
Dr. Butler, in reply, remarked that it
was necessary to put events in their time-
setting, and sometimes things which were
possible 300 years after were impossible
300 years before.THE AMERICAN CONSTITUTION.
In his third lecture which was delivered
at the University College of South
Wales, Cardiff, Dr. Butler dealt with the
works of Alexander Hamilton and James
Madison, whom he described as "master-
builders of the nation."
If Hamilton, he said, was a master-
builder by reason of his broad vision, his
philosophic grasp of the principles of
government, his practical adminis-
trative skill, and his unrivalled
powers of exposition and argument, so
Madison was a master-builder by reason
of his wide and accurate knowledge, his
patient industry, and his capable willing-
ness to work out in detail what others
were content to sketch only in outline.
Without Alexander Hamilton and James
Madison the Constitution of the United
States could never have been drafted by
the Convention or adopted by the people.
Alexander Hamilton was born on the
Island of Nevis, one of the smallest of
the British West Indies, on January 11th,
1757. He was descended from the well-
known Ayrshire family of Hamiltons of
Grange. Whether we saw him as an ear-
nest youth seeking instruction at King's
College, in the Province of New York,
long since become Columbia University,
or as a brave and competent officer of
the Continental Army, or as the able
and eloquent leader of the New York Bar,
or as a persistent and ingenious pleader
for a stronger and better Government,
or as a Secretary of the Treasury whose
achievements were yet unrivalled, or as a
writer on the philosophy of government
who had carved his name by the side
of that of Aristotle, there was about
Hamilton an infinity of charm and at-
tractiveness that passed all description.
Whatever proud eminence he assigned to
any other, Alexander Hamilton stood as
the greatest and most commanding intel-
lect that the New World had produced.

THE TWO MADISONS.

Madison's slight never reached the upper
airs where genius made its home. He
was learned, patient, plodding, and indus-
trious. His work upon the Constitution
was indispensable, and his record of the
debates in the Convention was the primary
and original source of our information
as to what took place behind those closed
doors. Whether it was his jealousy of
Hamilton or his friendship for Jefferson,
or, as some thought, his personal political
ambition that directed his course, certain
it was that there were two very different
Madisons to be reckoned with. The one,
born of a family of Virginia planters in
comfortable circumstances, came into
public life at the early age of 23, and,
after George Washington, became the
most conspicuous representative of Vir-
ginia in the Constitutional Convention at
Philadelphia, as well as one of its two
or three most active and influential mem-
bers. The other and later Madison be-
came the leader of the anti-Federalist or
Republican Party in the First Congress, was
the author of the Virginia Resolutions of
1798 which practically denied the entire
body of principle upon which the frame-
work of the new Government had been
supposed to rest, and then, after eight
years as Secretary of State in the Cabinet
of Thomas Jefferson, succeeded him for
two terms as fourth President of the
United States. Either Madison was a
"trimmer," in the sense in which that
word had come to be used since its first
introduction to the language by Hallifax,
or he was inexplicable.Dealing with the Convention which
drafted the Declaration of Independence,
Dr. Butler said that from the point of
view of an American, and perhaps from
any point of view whatsoever, the group
of delegates there brought together was
extraordinary. At one time or other fifty-
five different individuals participated in
the work of the Convention. More than
half of the participating delegates were
lawyers, not a few of whom had received
their instruction and discipline in Eng-
land or Scotland. They were men of few
books, but of very good books, and their
combined knowledge of the history and
principles of government was amazing.
Moreover, it was a Convention of young
men; the venerable Franklin was, to be
sure, more than 80 years of age, but he
was unique in his long life. Washington
himself was but 55, and the more active
and ardent spirits of the Convention were
much younger. It seemed almost incred-
ible that Hamilton was only 30, while
Madison was but 36.When the Convention was organized it
was wisely decided to conduct the debates
behind closed doors. Despite a wide-
spread impression to the contrary, the
public interest gained and did not suffer
when responsible representatives were able
to carry on their preliminary considera-
tion of large public policies in intimate
and confidential conversation and discus-
sion, rather than before galleries filled
with applauding or disapproving spec-
tators, together with representatives of a
truculent and sensation-loving Press.
When feeling was running as high as it
was in 1787 the Constitutional Convention
might well have reached no conclusion
whatsoever had its debates been conducted
publicly. Indeed, it was not until 1840,
four years after Madison's death, and
more than fifty years after the adoption of
the Constitution, that Madison's notes,
furnishing the only complete and verac-
ious record of what took place in the
Convention, were published.

PERSONAL PROBLEMS.

As one reviewed the debates he could
not fail to be impressed with the per-
sonal character of the problems that were
under discussion. The growth and de-
fence of liberty and reconciliation of
liberty and government had always oc-
cupied and would always occupy the mind
and the effort of man. There was, on the
one hand, a thirst for liberty, and, on the
other hand, a fear of liberty, which were
in constant conflict. The Constitution of
the United States was a sincere and highly
practical endeavour to reconcile govern-
ment with liberty under the conditions
which prevailed at the time of its adop-
tion and ratification.Had that Constitution gone largely into
matters of detail it would have passed
with the generation which saw its birth.
By confining itself for the most part to
fundamental principles simply and clearly
stated, it offered a framework that would
fit and had fitted many, very different and
rapidly changing circumstances and con-
ditions. Whenever the makers of a writ-
ten Constitution yielded to the temptation
to include in its provisions what was mere
ordinary legislation, they themselves tend-
ed to break down the distinction between
Constitution and statute, and to bring
Constitutions into disrepute. The Con-
stitution of the United States, in its
original form was as free from this con-
fusion as any document in the history of
government.The Constitution was made for three
millions of fairly homogeneous people
living along the Atlantic seaboard. It
had served, with certain changes, to make
possible and to accompany the develop-
ment of this population into a people who
numbered more than one hundred
millions, drawn from a large variety of
races and nations, who spread from the
Atlantic to the Pacific, and from the
boundary of Canada to the Rio Grande
and the Gulf of Mexico. Were its prin-
ciples not essentially sound any such hap-
pening would have been quite impossible.
This Constitution was now called on to
bear the strain put upon it by a new and
very different set of circumstances. Com-
mercial, industrial, and economic changes
that were nothing short of revolutionary
had taken place peacefully in the life of
all modern peoples, and by no means least
in the life of the people of the United
States. The next hundred years would
determine whether the work of the
founders would endure, and whether the
noble system of civil and political liberty
built on that work would be made increas-
ingly secure and beneficent, or whether
that work would give way to another
series of experiments with a new adven-
ture on the uncharted sea of political
opportunism. A Constitution, however
excellent, was something to be worked, not
worshipped.BOWERN & CO.,
No. 8, MUSEUM ROAD,
SHANGHAI.Members British Chamber of Commerce
(Shanghai). Mr. T. W. BOWERN, Fellow of
the Institute of Chartered Shipbrokers, Incor-
porated by Royal Charter, London.STEAMSHIP AGENTS AND SHIPBROKERS.
For the Purchase, Sale and Charter of Vessels
of any Tonnage, Passenger and/or Cargo, New
and/or Old, with delivery China at Very Low
Prices.SALVAGE OPERATORS, MARINE SURVEYORS,
AUCTIONEERS, COAL MERCHANTS.FREIGHT BROKERS, VITAL MERCHANTS.
Machinery For Sale, New and Old in First-
Class Condition.IMPORTERS AND EXPORTERS, SHARE-BROKERS
(Members Shanghai Share-Brokers' Associa-
tion).SOLE AGENTS FOR CHINA—
GREEN'S PATENT ANCHORS.SAMUEL WARREN & Co., Ltd. (Sheffield),
High-Class Steel Manufacturers (Tant
Brand).Catalogues and Price-Lists on application
(Enquiries Welcomed)CABLE ADDRESS: BOWERN, Shanghai.
CODES: Bentley's, Scott's, A.B.C.
5th Edition and Improved.

No. 3

Rubber Cushion
Clamps Cannot
Tear the HoseThe rubber cushion clamp holds
the hose between rubber and
copper and that is an exclusive
feature found only in thePARIS
GARTERSgrip the hose so surely—so se-
curely—without the slightest in-
convenience to the wearer or
possibility of tearing the hose.
That is one of the famous five
reasons why Paris Garters are so
generally worn by well dressed
men the whole world over—and
the other four reasons are just as
good.But be SURE that they are
Paris Garters. An imitation is
more than apt to disappoint you,
and you can avoid that by taking
care. All haberdashers sell Paris
Garters in double and single hose
fits and in either cotton or silk.
Insist on getting the genuine.ASTEIN & COMPANY
Makers—Chicago, U. S. A.
Distributors:
Huller & Shipps (Asia), Ltd.
Hong Kong

NOW ON SALE.

THE
DIRECTORY AND CHRONICLECHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM,
PHILIPPINES, NETHERLANDS INDIA, ETC.

1923

SIXTY-FIRST YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS
ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST
GOVERNMENT AND OFFICIAL DEPARTMENTS
16 UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND
TRADE-CENTRES OF THE FAR EAST.
TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
BRITISH, AMERICAN AND JAPANESE MATTER.

1,300 Pages

1,300 Pages

Complete Edition ... \$12 local currency
Abridged Edition ... \$8

AN "EXTREMELY USEFUL" BOOK

Writing from Singapore, under date March 31st, 1922, Sir Godfrey
Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says—Sir—I beg to acknowledge the receipt of your letter of the 23rd
instant and am desired by the Prince of Wales to thank you for the
copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR
CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal
Highness has been pleased to accept, and which will be extremely
useful during the remainder of the tour.

Yours faithfully,

The Managing Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.GODFREY THOMAS,
(Private Secretary.)

HOLIDAY BOARDING A SPECIAL FEATURE.

Telephone No. 2860.

V. C. LABRUM, Managing Director.

CALL FLAG: "C" OVER AND. PENNANT.

50-52, Queen's Rd. C.

MILITARY AND NAVAL OPINION

It is a misconception to regard this proposal as a sudden development, which the Admiralty is rushing through. The sequence of events must surely be accepted as evidence that all the pros and cons have been considered. The proposal dates back a good many years. It took definite shape in 1920, when it was considered by the Committee of Imperial Defence, who

(Continued at foot of next column.)

If Singapore were not converted into a naval base—net to be confused with a naval anchorage, as the relationship of Scapa Flow to Portsmouth during the war illustrated—the British Battle Fleet would be permanently shut out of the Pacific, and there could be no possibility of co-operation between the Main Fleet and such naval forces as the Dominions, with increased populations, may provide in future in ever-growing power. We must cling to the ideal of an *Oceanic Fleet*, provided by each section of the Empire in accordance with its ability. That ideal happily involves no denial of the aspirations of the Dominions, although it embraces the primary conceptions of the unity of the seas and the unity of the Empire.—*Daily Telegraph*.

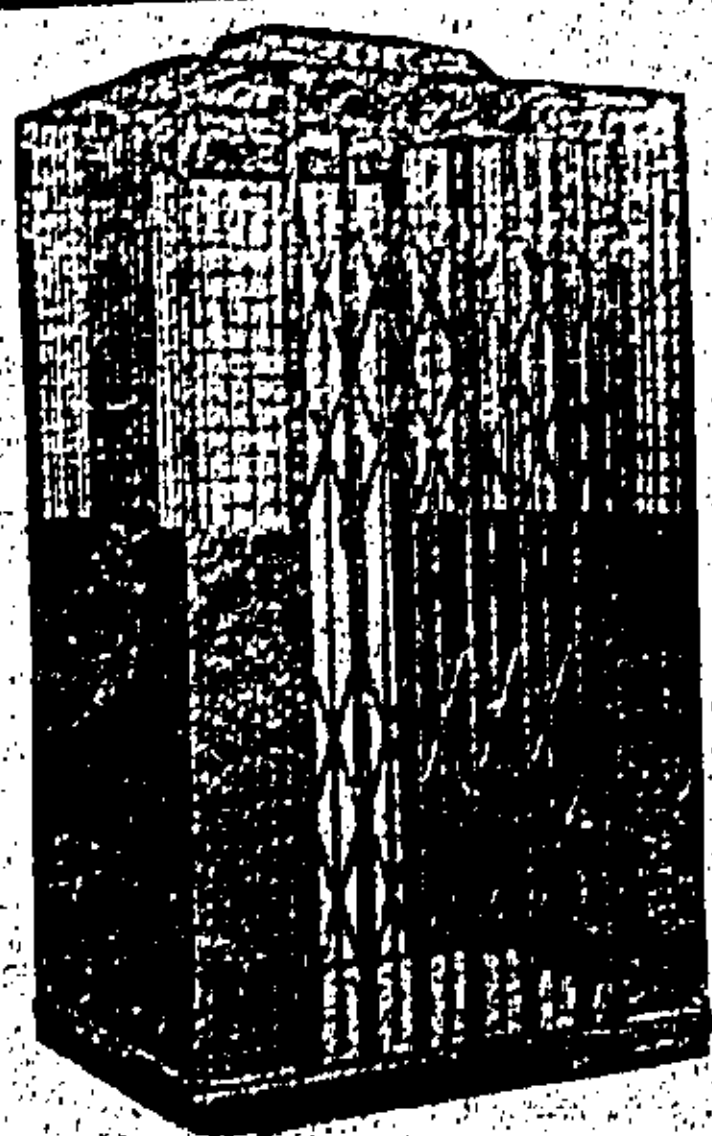
2. Queen's Buildings.

Commencing **WEDNESDAY** at the **WORLD.**

HONGKONG HOTEL CO.
ELECTRICAL DEPT.,
PEDDAR ST.

DODWELL & CO., LTD.
SOLE AGENTS.

HONGKONG.



THORNYCROFT

AND CO. LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Glasgow

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TUBBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES
8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—

ROBERT DOLLAR BUILDING,
SHANGHAI.

Summit Collars

For Distinguishing Men.

FINE QUALITY—LONG WEARING—PERFECT FITTING
IN EVERY WAY SATISFACTORY.

NEW STOCK JUST RECEIVED. ALL SHAPES \$7.00 PER DOZEN.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building.

Des Voeux Road.

SPECIAL SALE

AT

SINCERE'S.

NEW MILLINERY AT WHITEAWAY'S



EXCLUSIVE MODELS in
SMART READY-TO-WEAR HATS
and SHAPES

ELEGANT BUT INEXPENSIVE

NEW READY-TO-WEAR DRESSES

NEW RIBBONS

NEW SUNSHADES

NEW SPONGE CLOTH AND RATINGS

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

THE ANTI-JAPANESE MOVEMENT IN CHINA

STATEMENT BY THE JAPANESE LEGATION.

With regard to the situation of the anti-Japanese movement in China and the attitude of the Japanese Government on the subject, the Japanese Legation has handed the following statement to Reuters' Agency in Peking.

The recent Changsha incident is only an instance of numerous anti-Japanese outrages committed in various parts of China. Since this spring the boycotting of Japanese goods has been openly advocated by students and other agitators in the different parts of the country, and merchants dealing in Japanese goods have been intimidated and obstructed in their business. In some cases these anti-Japanese agitators have gone so far as to force their way into Japanese Consulates and Japanese shops. The Japanese Government has been kept informed by their Consular representatives of this state of affairs in the provinces, but they trusted that the Chinese Government would take the necessary measures of their own accord to suppress the unlawful movement.

FIRST REPRESENTATIONS BY JAPANESE LEGATION.

In spite, however, of the growing intensity of the anti-Japanese agitation started by students and other organisations, the Chinese provincial authorities have taken no adequate steps to cope with the situation, and the agitators continued to carry on their movement as they pleased. A band of Chinese troops was allowed to join in with the students to stir up anti-Japanese feelings. In view of the gravity of the situation, Mr. Yoshida, the Japanese Chargé d'Affaires, called on Mr. Shen Jui-lin, Acting Minister of Foreign Affairs, at the Waichiao Pu on May 6th, and drew his attention to the case mentioned above. Mr. Yoshida stated that the severance of economic relations was an extreme action only next to a declaration of war, and that anything of the kind could not even be mentioned against a friendly nation. He further emphasised that it was not proper for the Chinese Government to remain an unconcerned spectator of the unlawful movement, and that it was a glaring instance of international discourtesy towards a friendly Power to allow officials or troops to take part in or to give support to a movement of that sort. The Japanese Chargé d'Affaires called the serious attention of the Chinese Government to the matter and requested them to take strict measures. On May 13th an official representation was made to the Waichiao Pu reiterating what Mr. Yoshida had stated in his interview with the Acting Minister of Foreign Affairs on May 6th.

SITUATION ALONG THE YANGTZE AND SECOND REPRESENTATIONS.

Meanwhile telegraphic messages were received from the Japanese Consuls at various points along the Upper Yangtze reporting the growing intensity of the anti-Japanese agitation. When the Nishin Kisen s.s. *Tsuyuki Maru* entered Shao on May 10th crowds of agitators shouted out all sorts of abuse at passengers coming out and threw stones at the boat from the land. When the steamer reached Ichang in the evening she again encountered a demonstration from anti-Japanese agitators there, who rendered it impossible for her to land passengers or unload cargo. When the Nishin Kisen s.s. *Tsuyuki Maru* cast anchor at Shao on May 13th crowds of agitators resorted to all sorts of violent conduct. Some of them went so far as to seize passengers coming out and coolies engaged in discharging cargo, and stamped on their backs the Chinese characters representing "Traitor." In Hangchow there were thirteen cases reported in which advertisement signs for Japanese commodities were destroyed by groups of students. Japanese merchants in other places also suffered from numerous cases of the kind. In view of the grave situation, the Japanese Legation in a memorandum of May 4th, called the attention of the Chinese Government to the cases mentioned above and pointed out that the action of the student and other anti-Japanese groups was a infringement of treaty rights. The Japanese Legation expressed their dissatisfaction at the attitude of the Chinese authorities taking no adequate steps to suppress the unlawful movement and requested the Central Government to take immediate steps to have the agitation suppressed. At the same time the Japanese consuls in the provinces were instructed to negotiate with the local authorities on the suppression of the agitation and the indemnity of damages sustained thereby.

PRECAUTIONARY MEASURES TAKEN BY JAPANESE AUTHORITIES.

In dealing with the anti-Japanese agitation, the Japanese authorities at first merely relied upon the Chinese Government to take adequate steps of their own accord, and it was only after the situation had grown worse that the Japanese Government requested the Chinese Government to take effective measures. The Japanese Government at the same time instructed their consular representatives to advise the Japanese residents under their respective jurisdiction to be very careful in their behaviour so that they would not give occasion for any untoward incident. The Japanese residents in the provinces were also warned against any action likely to give pretext to or provoke the anti-Japanese movement. Owing to these precautionary measures taken by the Japanese authorities, the Japanese residents in the provinces remained calm and patiently waited for the results of measures to be taken by the Chinese authorities, despite the threatening situation of the anti-Japanese agitation started in various parts of the country.

AGITATION SPREAD ALL OVER CHINA.

The Anti-Japanese movement has been carried out all over the country. In Wuhu, Changsha, Hankow, Tientsin, Chungking, Kiating, Hangchow, Amoy, Chefoo, Tsinan, Ichang, Shao, Fochow, and other places, the Anti-Japanese agitation was instigated by the so-called Society in Support of Diplomacy and other Anti-Japanese Associations, and various measures of pressure, attended with all sorts of outrageous action, were brought to bear upon the Japanese and their trade. The Anti-Japanese agitators seized and burned Japanese goods; poured violent chemicals over the dress of young ladies because it was made of Japanese stuff; threatened and deprived ladies on the streets of their shoes because they were Japanese-made; set fire to Japanese shops; forced their way into ships chartered by the Japanese and took away and burned advertisement matters and signs; seized and burned cocoons purchased by Japanese merchants and extorted a penalty of \$1,000 per cart from forwarding agents who had carried Japanese goods. The measures resorted to by the Anti-Japanese agitators are too varied and numerous to be mentioned. A few more cases that have taken place in Hunan Province will be cited here. An Anti-Japanese parade was organised at Changsha on May 29th and a student group which headed the procession broke in to the compound of the Japanese Consulate there and took away the signboard of the Consulate. On May 7th a large number of students who were heading another parade, broke the main gate of the Consulate, which was kept closed, and forced their way into the Consulate buildings, smashing 20 window-panes and shutters of the Consulate offices and other buildings. Towards the end of May, damage was done not only to goods owned by Chinese merchants, who had business dealings with the Japanese but also to goods in the possession of Japanese merchants. Chinese employed by Japanese ships were persecuted; passengers on Japanese ships were obstructed on landing and embarking; and the agitators went so far as to insult Japanese ladies. It will be seen from the above the Chinese local authorities showed no sincerity in taking steps to cope with the situation, despite the repeated protests of the Japanese Legation, and the situation grew from bad to worse.

DETAILS OF CHANGSHA INCIDENT.

With regard to the recent Changsha incident, the Japanese Legation, in its memorandum of June 2nd and 4th, tried to make the whole situation clear to the Chinese Government, and also sent its representative to the Waichiao Pu asking the adequate measures to be taken for the suppression of the agitation and the protection of Japanese life and property. According to reports received later, details of the incident are as follows:—

Upon receiving the report that the Nishin Kisen s.s. *Wuling Maru* was to enter Changsha on her maiden voyage on the night of May 31st crowds of Anti-Japanese agitators gathered at the wharf on Tai Sheng Chang, Japanese merchants, and were prepared to obstruct the landing of passengers, but soon afterwards the crowds dispersed upon learning that the ship would not arrive as scheduled. The following morning the Japanese Consul was informed that a large number of students and other agitators had gathered at the aforesaid place and were awaiting for the arrival of the *Wuling Maru* ready to interfere with the landing of passengers and the unloading of cargo. The Japanese Consul thought that he could not rely solely upon the Chinese authorities in view of the inadequate steps they had hitherto taken and despatched four members of his staff to the scene. At the same time he asked the Commander of the Japanese gunboat *Fushimi*, which happened to be at anchor, to land about 10 unarmed bluejackets commanded by an officer. By the time the unarmed marines and Consul members arrived at the scene the agitators had grown in number and assumed an insulting attitude towards them, including all sorts of abusive language. At 5.45 o'clock when a steamer owned by a Japanese firm, *Tai Sheng Chang*, entered following the *Wuling Maru* and landed her passengers, crowds of students and other agitators seized and beat some of the passengers coming out. Being unable to remain a mere spectator, a Japanese marine intervened and tried to protect passengers against the attack of the students, who turned round and assaulted him with clubs wounding him on the arm. When an explanation of the outrage was demanded, the students surrounded the Japanese bluejackets and poured stones into them. Feeling themselves in danger, the bluejackets withdrew to the offices of the Nishin Kisen Kaisha. The crowd followed them and surrounded the office buildings, throwing stones from outside. The bluejackets got out of the office and tried to return to their ship, but the crowd continued to throw more stones at them until the marines, each and every one of them, were hit. All this time about 20 Chinese gendarmes, who had been despatched to the scene, did nothing to prevent the outrage. A Japanese spectator went to the gendarmes and asked them to suppress the agitators. Thereupon two of the Chinese gendarmes loaded their guns and assumed an attitude of firing at him, while the others turned round and took the same posture against the Japanese marines. The commanding officer ordered his men to withdraw on board the *Wuling Maru* and

signalled to his ship asking for a landing party to be despatched. At 12.20 the reinforcements reached the steamer, and the commanding officer landed at the wharf at one o'clock with 22 marines. At the sight of the landing party, the crowd appeared to disperse, but immediately afterwards, relying upon their numerical strength, the crowd again gathered together and began to pour mortars and stones into the landing party. The marines fired two or three blank cartridges but the agitators, knowing that the cartridges were blank, approached closer to the marines, throwing more stones at them or holding clubs in their hands, until they came quite near the marines and attempted to snatch guns from the marines, who were then forced to fire ball cartridges to resist the assaults.

SITUATION AT CHANGSHA AFTER THE INCIDENT.

The cause of the Changsha incident, as briefly described above, is to be attributed to the inadequate measures on the part of the Chinese authorities to suppress the agitation, allowing the anti-Japanese boycotters to grow so presumptuous that they interfered with the legitimate trade rights of the Japanese and took a hostile attitude against the marines of the Japanese gunboat *Fushimi*. In spite of that, the Chinese people in Changsha, instigated by the anti-Japanese organisations, put up placards everywhere in the city for propaganda purposes, rendered it impossible to communicate with Japanese ships and steamers; persecuted Chinese in the employ of the Japanese; cut off the supply of food-stuffs to the Japanese; made it impossible for Japanese ships and steamers to get supplies of coal, water and provisions. The Chinese authorities, however, took no notice of this state of affairs, allowing the anti-Japanese agitators to have their own way, and the situation continued to grow all the more serious until the Japanese Consul was compelled to remove all the Japanese women and children at Changsha, 110 in number, on board the Nishin Kisen s.s. *Tsuyuki Maru* early in the morning of June 6th and then all the Japanese men to the Consular compound in order to protect themselves.

JAPANESE AT CHANGSHA COMPELLED TO QUIT.

At Changsha, when the Nishin Kisen s.s. *Tsuyuki Maru* reached the port on June 8th, there were a great number of students and other agitators who lined up on the wharf and kept the steamer cut off from all communication with the shore. They seized and imprisoned some of the Chinese in employ of the steamer, who went ashore on business, and prohibited the Japanese residents from approaching the steamer, rendering it impossible for the steamer to discharge her cargo. The *Tsuyuki Maru* was obliged to leave Changsha early in the morning of June 8th without unloading and came back to Hankow. Before dawn on June 8th the boat left Hankow and again steamed up towards Changsha. Upon learning on the way, however, that the situation at Changsha was threatening, she stopped at Yochow the following morning where she took in from a steamer of Jardine, Matheson & Co. eight Japanese refugees from Changsha and steamed back to Hankow. According to the Japanese refugees, the Chinese local authorities had declared themselves unable to protect the Japanese against the threats of the Chinese agitators, and the Japanese residents at Changsha were obliged to quit the place. Of 15 Japanese, four started in advance by a sailing ship and eight by the steamer of Jardine, Matheson & Co., leaving three at Changsha.

SITUATION VIEWED BY JAPANESE GOVERNMENT.

The Anti-Japanese movement is stirred up at Changsha and other places in China by the so-called Society in Support of Diplomacy, the Students' Union, groups of merchants who shrink from legitimate economic competition, and groups of rogues paid by political agitators. The agitation is not only having bad results upon the trade between China and Japan, but also affecting the friendly relations of the neighbouring countries. The state of affairs is now viewed with grave concern by the Japanese Government which is always solicitous of friendly relations with China and the peaceful development of the Far East as a whole. In view of the grave situation of the agitation in China, the Japanese Government has instructed Mr. Yoshida, the Chargé d'Affaires in Peking, to make strong representations to the Chinese Government on the subject. Mr. Yoshida, acting under instructions from his Home Government, had an interview with Mr. Shen Jui-lin, Acting Minister of Foreign Affairs, at the Waichiao Pu on June 8th and verbally communicated to him that the Chinese Government was requested to give telegraphic instructions to their provincial authorities to take effective measures for the suppression of the agitation; that in case the provincial authorities remained still inactive in spite of instructions from Central Government and the safety of Japanese residents and their property continued to be threatened, the Japanese Government might be compelled to take the necessary measures according to the requirements of the case; and that as regards the claims for indemnity of damages sustained by the Japanese in connection with the recent Changsha incident and other Anti-Japanese agitations in the different parts of China, the Japanese Government would enter upon negotiations with the Chinese Government after making full investigation of the cases. A lengthy Note supplementing what the Japanese Chargé d'Affaires verbally conveyed to the Chinese Acting Minister of Foreign Affairs on June 8th was presented to the Chinese Government by the Japanese Legation on June 15th.

INTIMATIONS

THE AMERICAN EXPRESS CO., INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT, DEPOSIT AND CURRENT ACCOUNTS, FOREIGN EXCHANGE, LETTERS OF CREDIT, TRAVELERS CHECKS, LETTERS OF CREDIT, STEAMSHIP PASSAGES, HOTEL RESERVATIONS, BAGGAGE INSURANCE, CABLE AND POSTAL REMITTANCES, PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.

P. J. VANHECKE, Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID)	Roubles
RESERVE FUND	55,000,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT	3,000,000
RESERVE FUND	1,700,000

HEAD OFFICE:

Paris, 9, Rue Boudreau.
BRANCH OFFICE:
64, Old Broad Street, E.C. 2.

BRANCHES:

London: Messrs. Glyn, Mills, Currie & Co.
Société Générale pour l'Avancement du Développement du Commerce et de l'Industrie en France.
Paris: Société Générale pour l'Avancement du Développement du Commerce et de l'Industrie en France.
Boulevard des Capucines et de la Madeleine.
Lyon: Société Générale pour l'Avancement du Développement du Commerce et de l'Industrie en France.
New York: The Irving Bank—Columbia Trust Company.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
Changchun, Hankow, Manzhouli, Tientsin, Chefoo, Harbin, Newchwang, Urumchi, Peking, Hongkong, Yokohama, Kaitum, Shanghai.

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS, Manager.

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920)
with which is affiliated

THE ALHAMBRA BANK, LTD., INDIA.

AUTHORIZED CAPITAL	£5,000,000
SUBSCRIBED AND PAID UP	£2,500,000
RESERVE FUND	£500,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

O. CHAMPKIN, Manager.

22, Des Voeux Road Central, Hongkong.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong.

BRANCHES:
Shanghai—51, Kiangse Road.
Hankow—British Concession.

CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE:
Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. H. MAI, Manager.

(1923)

An improved shoe lace

METALACES

combining efficiency, ease and economy.

Let us fit you

HONGKONG CIGAR STORE, LTD.

LAUNCH OF THE S.S. "LUNG SHAN."

NEW STEAMER FOR THE HONGKONG-CANTON SERVICE AFLOAT.

Yesterday morning a large company of spectators assembled at the Hongkong and Whampoa Docks to witness the launching of the s.s. *Lung Shan*, which has been built for the Hongkong, Canton and Macao Steamboat Company to replace the well-known old steamer, the s.s. *Honam*, on the Hongkong-Canton service.

As is usual at such ceremonies, the hull of the new vessel was gaily bedecked with flags, whilst the Dockyard itself was, *en fête*. A raised platform had been built around the bow of the vessel where the guests of the Dockyard Company assembled, whilst crowds of Chinese workmen at the Docks assembled in large numbers to witness the vessel glide into the water. The launching was carried out with great success, the hull gliding gracefully down the slipways after Mrs. W. E. Clark (wife of Captain W. E. Clark) had severed the retaining cord and broken the customary bottle of champagne on the bow of the vessel. As she slid down the ways, the spectators cheered her progress, and the Chinese set off strings of crackers, whilst the fussy little tugs, waiting to take her in tow directly she reached the water, hooted and screamed, proclaiming the delight of their coxswains and crews at the success of the operation.

The vessel, immediately she was floated, was taken in tow to her moorings, where she will be engaged and completed. It is hoped that she will make her trial trip in about six weeks, to two months' time, after which she will replace the *Honam* on the Canton run. It may be mentioned that the popular old paddle steamer has now completed over 40 years' service for the Company. In all she made 13,500 trips to Canton, and on occasion she has been on the Macao run. Her mileage is enormous, during her 40 years she has covered well over a million and a half miles, and as Mr. W. S. Bailey announced to the gathering later in the morning "the vessel is still able to do her sixteen knots at any time."

Amongst those present at the ceremony were the Hon. Mr. P. H. Holyoak, Hon. Mr. R. H. Kewell, Hon. Mr. Chau Sui Ki, Commodore Grace, Colonel Roberts, (Officer Commanding the Bombay Grenadiers), Mr. J. Arnold (Secretary of the Hongkong, Canton and Macao Steamboat Company), Mr. E. Cock (Acting Chief Manager of the Hongkong and Whampoa Dock Company), Lieut. Conway Hake (Assistant Harbour Master), Mr. J. Reid (Manager of Tai Koo Dock), Mr. W. E. Clark, Mr. G. W. Barton, Mr. K. E. Craig (Chief Engineer Tai Koo Dock), Mr. and Mrs. W. S. Bailey, Capt. F. T. Whalley (Marine Superintendent Indo-China S.N. Co.), Mr. D. McMurray (Superintendent Engineer of the Indo-China S.N. Co.), Mr. C. F. J. Quarles van Ufford, and many others.

After the launching ceremony the company adjourned to the spacious new offices of the Dock Company where a toast was drunk to the success of the vessel.

THE SPEECHES.

Mr. G. W. Barton, Chairman of the Hongkong and Whampoa Dock Co., in asking the Company to drink to the success of the *Lung Shan*, said:—We are assembled here to celebrate the launching of the good ship *Lung Shan*, which you have just witnessed and to drink a toast to her successful career and to the continued prosperity of her owners. The Hongkong, Canton and Macao Steamboat Co., Ltd., more familiarly known to us all as the Steamboat Co. has long been one of the institutions of the Port and its continuous activities are so well-known to you all that it leaves me little to add. For a time the sole link between our Colony and the famous ports of Canton and Macao, it still at this date commands a premier position on these runs for both cargo and passengers.

The vessel we have just seen launched forms as it were a cycle of ship-building as I understand the *Lung Shan* is to take the place of the *Honam*, which has been on service for many years. There comes a time when it is more economical to replace old ships by those of a more modern type and a progressive company must always keep this in view.

We old hands are prone to think at times that old things are the best, old friends. The Hongkong and Whampoa Dock Co., and the Steamboat Co., are old friends and it is a great pleasure to us to conserve that friendship.

The *Lung Shan*, we hope, will strengthen the bonds between our companies; we have put into her the best we are able and we look forward eagerly to her success.

I have now a very pleasant duty to perform, that of thanking Mrs. Clarke for her great assistance at this launching and to request her acceptance at my hands, on behalf of the Hongkong and Whampoa Dock Co., Ltd. of this little souvenir of this auspicious occasion as a memento of the part she took in it.

Ladies and gentlemen, I ask you to drink to the success of the *Lung Shan* and to the continued prosperity of her owners, the Steamboat Company.

The toast was cordially responded to.

CAPT. CLARKE'S WARNING TO LABOUR.

Captain Clarke, replying on behalf of his wife said: I have been in the service of the Steamboat Co. for over 30 years, and I consider it a great compliment that my colleagues on the Directorate have asked my wife to perform the launching ceremony of this most up-to-date and fine steamer, the *Lung Shan*.

On behalf of my wife, I thank the builders for the very handsome souvenir they have presented to her on this auspicious occasion, and I am sure she will always treasure it as a memento of a very happy day.

I am sure the shareholders of the Steamboat Co., and the travelling public, will appreciate this fine addition to our fleet, for which the builders, and all who have looked after her construction, are to be congratulated for turning out such a fine vessel.

When the late Sir Thomas Sutherland, of P. & O. fame, remarked at a general meeting, some years ago, that, in years to come, vessels of large size would be built on the banks of the Yangtze, it was a pity, and I have often wondered why I did not mention Hongkong, for here, as we have seen in very recent years, some very fine, large steamers have been built and wholly completed, and with out fine harbour and general facilities in the great works now established surely we may hope to see a continuation of this good work.

I have personally watched this Dock Co. since the early seventies. I was an officer on the first steamer to enter the Cosmopolitan Dock in 1873, before the Dock Co. purchased it, and while noting the many improvements made, there are ever more and more needed to keep it up to date.

Labour leaders must have a care not to increase costs, and so drive the work elsewhere. Again Mr. Chairman, I thank you, Captain Clarke, for proposed the health and prosperity of the Dock Company which was responded to in the usual way.

THE DOCK COMPANY'S EFFORTS.

The Hon. Mr. Holyoak in thanking the visitors said:—On behalf of my co-directors and myself I thank the visitors for gracing the launching of the s.s. *Lung Shan* with their presence and the Chairman of the Hongkong and Whampoa Dock Co., for the sentiments he has expressed regarding our new steamer and the prosperity of the Steamboat Co.

It is nearly 10 years since our friends of the Hongkong and Whampoa Dock Co. launched the last steamer built for us, but some of the older residents present today will remember that 28 years ago they built for us another steamer of the same name as the vessel just launched.

We are pleased that since 1890 when new tonnage has been required, it has not been necessary to order vessels from Home, as was our practice in the early years of the Company. Our friends the Dock Co., in open competition with other shipbuilders both here and at Shanghai, have been able to construct our vessels with their well-known care and attention to detail necessary to ensure good results.

It has given me a great personal pleasure in asking Mrs. Clarke, the wife of Captain W. E. Clarke, my old friend and colleague on the Steamboat Company's Directorate, to perform the launching ceremony and the launching could not have taken place under more auspicious circumstances. Ladies and gentlemen, I ask you to drink to the continued prosperity of the Hongkong and Whampoa Dock Co., Ltd. and with this toast I couple the names of Mr. Dyer, the absent Chief Manager and Mr. Cock, the Acting Chief Manager.

Mr. Cock, in a few well-chosen words, thanked the speakers for the kind things said about the employees at the Dock Company. "We have none of us lived the blarney stone," he said, "and you must excuse me as spokesman for my brevity in returning thanks."

OLD DAYS RECALLED.

Mr. W. S. Bailey, replying on behalf of the visitors, thanked the Dock Company for their kind invitation to the guests to witness the launching of this fine vessel. It was also a great pleasure to see present the old friend, Mr. W. E. Clarke, looking as well as ever. The sight of Captain Clarke recalled many memories of incidents which he had experienced with the

(Continued at foot of next column.)

TYPHOON DAMAGE AT MACAO.

PRAYA WALL DAMAGED. PEDESTRIANS KILLED BY FALLING HOUSES.

Macao suffered from the typhoon far more than Hongkong. A good deal of damage was done by the high winds and seas. The Praya wall was very badly knocked about, and much of it has fallen into the Harbour. The hangars which house Mr. Ricon's seaplanes were made total wrecks, but the seaplanes themselves, as far as can be ascertained at present, are but slightly damaged. In the district known as Kwong Kou a number of small houses collapsed, and three Chinese who were passing by at the time were killed. The inmates of the houses were injured, but none apparently were killed. A junk which failed to seek shelter in time was wrecked, but the crew were rescued. A number of smaller craft which found themselves in the same predicament were also wrecked.

A large number of Hongkong people who had gone to the Colony for the week-end were stranded, and were unable to get back to Hongkong till yesterday evening, when they came back by the s.s. *Sui An*. The *Sui Tai*, which leaves Macao in the morning, was stranded in the harbour owing to an unexpected ebbing of the tide in part of the harbour where she was moored. The vessel was not injured at all, but she had to remain in the same position till the tide rose once again, and she is expected to leave Macao this (Wednesday) morning.

Steamboat Company and the Dock Company, and he was sure that the visitors would agree with him that no two finer services had ever been put before the Colony than those of the two Companies in question. His own experiences did not extend as far back as those of Captain Clarke, but they covered a period of 33 years, eight years of which he spent as engineer with Capt. Clarke. No finer Captain existed. He was a man who subordinated everything to the best interests of his Company and to the safety of his ship. Mr. Bailey continued to speak in a reminiscent strain and recalled the period when Mr. Thomas Arnold was manager of the Steamboat Company. He referred to him as a man of exceptional ability and he likened him to his namesake, Dr. Arnold, the great headmaster of Rugby School, famed for the respect and fear accorded to him by his boys. It was so with Mr. Thomas Arnold. It had been said that when even the Captains in his service called on him "their knees shook as they entered his office." Mr. Bailey proceeded to say that the early steamers of the Steamboat Company were built in America. They were wooden vessels possessing single cylinders, and they steamed to Hongkong under American captains and engineers. "One of these vessels the *Kiukong*, held the record for many years for the fastest trip to Canton, doing the trip in about five hours. In those days too, these Captains ruled their ships, so to speak, with rods of iron and the captains were strict disciplinarians. The result of this was that a very high standard of efficiency was maintained throughout the ships. There was only one man in the picture and that man was the skipper, still he could safely say that during his service under Capt. Clarke he found him not to be such a bad fellow after all. (Laughter.)

The speaker then referred to the *Honam*, which was now to be replaced by this new vessel. The *Honam* was built by A. J. Inglis & Co., of Glasgow, a very fine firm of builders, and their name on a ship was a guarantee of first-class workmanship. The *Honam* must have been far in advance of any other river steamer in the Colony. She could do 16 knots per hour. He had the honour of serving in her five and a half months, and he had served for seven and a half years in the *Honam*. The *Honam*'s engine was excellently built and it spoke well for their builders and for the care of her engineers that after 44 years' continuous service, her original boilers were still in the vessel and were working as well as ever, and the vessel was still able to do her sixteen knots at any time. Mr. Bailey referring to the Hongkong and Whampoa Dock Company said that in the early days of the Company they had their times of depression just as they had to-day. He recalled the excellent service rendered by Mr. David Gillies, who as manager of the Dock Company brought the Company out of low water, until it had now risen to its present rank. The Company now had a service which turned out work as good as it could be turned out anywhere else (Applause). He had worked shoulder to shoulder with many of the European members of the staff and he knew their great value. He had also very pleasant memories of the Chinese No. 1's and he took that opportunity of thanking them for the service and help they had given him in those days. On behalf of the visitors he wished the best success to the ship, to their owners, and to the Dock Company. (Loud Applause.)

This concluded the proceedings.

CORRESPONDENCE.

AMAHS AND DISEASE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I am interested in the letter written by "Health" in that there seems to be good reason for knowing that the statements are perfectly true and not exaggerated.

The root of the matter seems to be in the obtaining of amahs. A large number of them come from the poorer classes, and consequently have the crudest notions of health, while at the same time, practicing habits which are most undesirable and highly dangerous to children. They are not, however, entirely to blame for what is, after all, their birthright.

Unfortunately, the majority of Europeans in this Colony have no option but to engage such an amah, and, while a careful course of training can eliminate a lot of danger, yet the whole system is unsatisfactory in the extreme. The ordinary person cannot obtain reliable information about the character or experience of an amah; references are abused and passed from one to another; hence the actual position is that there is no alternative but to take on trust the first one recommended. It is no wonder, then, that such things happen as "Health" so graphically tells us.

There is undoubtedly a real necessity for trained amahs, or, at least, a place where an amah can be obtained on reliable grounds. The increasing number of children in the Colony demands that something shall be done to protect them from the real dangers to which their little lives are subjected.

It would certainly save me much worry if I knew of a place where trustworthy amahs could be obtained. One's joys and pleasures tend to be marred every time one leaves the children for any length of time, unless one determines to forget and hope for the best.

Perhaps some people will say that more trust must be placed in the amah and this, I think, everyone would willingly do, and wishes to do, as soon as the amah has shown that she is reliable; hence the very real need for a training centre, or some suitable method, which will enable people to obtain trustworthy amahs.—Yours, etc.,

"HOPEFUL."

June 30th, 1935.

THE WARFARE IN KWANGTUNG.

PROPOSED ADVANCE TO WUCHOW.

In order to completely crush these invaders once and for all, says the *Canton Daily News*, the Cantonese troops are determined to advance up to Wuchow. The cruisers *Yung Hs'ang* and *Yip Chang*, have been sent to co-operate with the land forces in order to accomplish the purpose. General Ngai Bong Ping is directing the West River campaign.

THE EAST RIVER.

Our Canton contemporary says: "On account of the heavy rains during the last few days, the work on digging secret passages towards the base at the city wall to Waichow, has been greatly delayed. In some places the rain destroyed several sections of the tunnel, which betrayed to the enemy the presence of the sappers at these particular spots. Other new tunnels will have to be dug, and this means that more delay for launching the next general assault, is necessary. Fighting has been suspended for some time. While the enemy troops within the city are anxiously waiting for reinforcement, from outside, the Government troops are waiting for the completion of the tunnels, which means, explosives will be transported to the foot of the city wall, for its destruction. As far as reinforcements for the enemy are concerned, there is no likelihood of a sufficient number to successfully defeat the Government forces."

DR. SUN YAT-SEN, AND THE PRESIDENCY.

Dr. Sun Yat Sen has received a petition purporting to be signed by 457 members of Parliament, urging him to resign the Presidency as "the only means of saving the country." The signatures represent a majority of the members of both houses of the legislature (457 out of a total of 600).

CUT GLASS.

BEAUTIFUL NEW DESIGNS.

GUARANTEED GENUINE.

FLOWER BOWLS
WATER JUGS
FRUIT STANDS
SWEET DISHES
CAKE BASKETS
WINE GLASSES
CUT GLASS



SUITABLE FOR PRESENTATION

INSPECTION CORDIALLY INVITED.



1st FLOOR.

LANE, CRAWFORD, LTD.

CAFÉ WISEMAN.

BAKERS, CONFECTIONERS
PASTRY COOKS
AND
CATERERS.

All Bread, Cakes and Pastry are made at our Daylight Bakery under expert European supervision.

LANE, CRAWFORD, LTD.

SPECIAL
ADVANCE JULY
COLUMBIA
NEW PROCESS
DANCE RECORDS

ANDERSON'S

2, QUEEN'S BUILDINGS

TEL. C. 1332

Wm. Powell Ltd.

TELEPHONE C. 346.

FOR THE RAINY SEASON

CHILDREN'S
LIGHT WEIGHT

RAINCOATS AND CAPES

A GOOD RANGE OF SIZES.

INTIMATION

TOILET SOAP BARGAINS

Torabene Soap, 1.20

A further six months' adjournment has been granted by the Supreme Court of Hongkong in connection with the petition of the creditors for the winding-up of the Banque Industrielle de China in Hongkong.

The petition was mentioned before His Honour the Puisne Judge (Mr. Justice Gompertz), yesterday morning.

Mr. F. C. Jenkin, barrister-at-law, instructed by Messrs Deacon, Harrison and Shenton, said he wished to make a further application for adjournment of the hearing of the petition, which was supported by an affidavit of Mr. A. L. Seibert, the local manager. No winding-up order had yet been made in London. The scheme by which the Far Eastern creditors were to be met, which was referred to at the last declaration, was now out and a copy in French and English was before his Lordship. Mr. Justice Ashbury in London had permitted this petition to stand over for the purpose of the creditors having an opportunity of considering the scheme. He applied for an adjournment of the petition to January 3rd, 1924, with liberty for anybody to apply.

Mr. Hugh A. Nibbet (the Official Receiver) signified his assent and his Lordship made the necessary order for further adjournment.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY).
GERMAN FINANCE.
A BAD BUSINESS PROPOSITION
FOR FRANCE.

PARIS, July 2nd.
The report upon the recoverable Budget items shows that up to December 31st, France had spent ninety-seven milliard francs for reparations on Germany's account, and had received, through the Reparations Commission, 1,770 million gold marks, but the expenses of the army of occupation exceeded the latter by fifty-four million gold marks. It is estimated that France must still spend forty-four milliard francs on reparation work.

DEMPSEY GIBBONS FIGHT.
A WRANGLE OVER GUARANTEES.

GRAND FALLS, July 2nd.
The Dempsey-Gibbons fight has been called off.

LATER.
The Dempsey-Gibbons fight, which was cancelled at midnight, in consequence of a wrangle with the promoters on the subject of guarantees to Dempsey, will take place on July 4th, as originally arranged. The announcement was made this morning that the question of preliminary expenses had been satisfactorily settled.

FRANCO-BRITISH TENSION.
TIME-LIMIT TO ANGLO-FRENCH
EXCHANGE OF VIEWS.

LONDON, July 2nd.
The *Westminster Gazette's* diplomatic correspondent says that the *Observer* article, cabled on July 1st, and which caused such offence in Paris, is not officially inspired.

Considerable importance is attached to the French Ambassador's interview with Lord Curzon today, when it is understood he will verbally explain the French Government's views, in response to the British questionnaire.

There is a growing feeling that a time-limit to the Anglo-French exchange of views, is essential in consequence of the increasing gravity of the situation in Middle Europe.

EARLIER CABLES.
TALK OF SEPARATE ACTION
PREMATURE.

LONDON, July 2nd.
While there is no indication hitherto of the nature of the French reply to the British questionnaire, it is authoritatively stated in London that it is entirely premature to speak of separate action on the part of Britain towards Germany. It is emphasized that the Cabinet is unable to reach any decision as to its attitude before learning the French view. It is impossible yet to say what action Britain might take if it is found impossible to reconcile the British and French viewpoints.

LONDON, July 2nd.
Interpreting opinion in French official circles, a Paris message says annoyance has been caused by the inopportune nature of certain British Press statements, when calmness is essential on both sides, and declares that where M. Poincaré desires to reply to the British questionnaire fully he maintains preference for oral methods. Politicians refuse to believe that negotiations will break down on a point of procedure.

REPARATIONS COMMISSION.
AMERICAN OBSERVER RESIGNS.

PARIS, July 2nd.
According to the newspapers, Mr. Boyden, American observer on the Reparations Commission, has resigned purely for personal reasons.

OHEAP MOTOR TYRES.
PRICE WAR FORESHADOWED.

LONDON, July 2nd.
A "price war" is foreshadowed as a result of an announcement by British motor tyre manufacturers that they have decided to take immediate action as a counter move to a French company which has reduced tyre prices.

WASHINGTON AND
LIVERPOOL.

WASHINGTON, July 2nd.
The Liverpool association has accepted the agreement regarding standards, but is dispatching two delegates to conference to arrange certain changes.

GERMAN FINANCE.
APPALLING STATE OF AFFAIRS.

LONDON, July 2nd.
The appalling state of affairs in Germany as regards currency is indicated in the latest Reichsbank return, showing over two billion marks increase in the note circulation last week alone. The present total is thirteen billions, and compares with one billion on January 1st. This enormous increase is attributed to the Government's policy of financing passive resistance in the Ruhr.

GERMAN SABOTAGE.
SERIOUS SITUATION IN THE
RUHR.

BERLIN, July 2nd.
According to the *Tagblatt*, eighteen Belgians are now dead as the result of a train explosion. The penalties imposed mean that occupied Germany is completely severed from the unoccupied part, and thousands of workmen in the occupied territory are unable to reach their work across the border.

The Belgian troops are described as most excited, and further acts of sabotage are likely to entail serious consequences.

POPE'S ENDEAVOUR TO END
PASSIVE RESISTANCE.

ROME, July 2nd.
As a result of the Duisburg disaster, the Pope has instructed the Papal Nuncio at Berlin to make representations to the German Government with the object of ending passive resistance.

SPORADIC OUTBURSTS REPORTED.
PARIS, July 2nd.

A message from Coblentz states that timefuse bombs have been found at the entrance to a tunnel near Mayence. One exploded, causing slight damage. The fuse was removed from the second.

Reprisals against the Germans which were decided on were the shelling of all traffic after time in the town and suburbs of Mayence, the closing of the public establishments, and the expulsion of five prominent citizens. The arrest of three suspects has been effected.

Sporadic outbursts are reported from French sources at other places in the Ruhr, and include firing at French posts, with the shooting of a German who disregarded a sentry's summons to halt.

TAX ON FOREIGN SHIPS.
PROPOSAL FOR RECIPROCAL
RELIEF.

The House of Commons has unanimously passed a new clause in the Finance Act moved by Sir W. Joynson-Hicks, exempting the profits of foreign shipping businesses from the British income tax, provided reciprocal exemptions be granted by the country concerned. He pointed out that the United States had made a similar offer in 1921, and said he hoped the scheme would be the forerunner of a wider scheme to relieve all trades from double taxation the world over.

INTERNATIONAL NAVIGA-
TION CONGRESS.

LONDON, July 2nd.
Twenty-six foreign Governments, including Russia and Holland, also the Irish Free State, India, South Africa, Canada, New Zealand, the League Nations on the Danube and Rhine Commissions and the Suez Canal Company, were represented at the International Navigation Congress opened in London this morning by H.R.H. the Duke of York.

"HARTINGTON" FIRE UNDER
CONTROL.

SYDNEY, July 2nd.
The fire on the *Hartington* has been controlled and the destroyer *Asa* is standing by.

WIMBLEDON TENNIS.

LONDON, July 2nd.
The weather at Wimbledon was glorious. Six were left in the men's single, Johnson defeating Campbell, 6-1, 6-7, 6-2, 6-2; Norton defeating Woosnam, 7-5, 6-3, 6-4. This brings Johnson and Norton in opposition in the semi-final. The other semi-finalists will be the winners of the sixth round ties, De Gomar v. Hunter and Major Evans v. Gordon Lowe. De Gomar beat Greig in the fifth round, 4-6, 6-0, 6-1, 6-4.

Campbell made a heroic fight, but Johnson's terrific pace tired him. He has the consolation of being the first Briton to capture a set from the American during the championship.

Madie Langlen beat Mrs. Hazel, 6-2, 6-1. Mrs. Beamish beat Mrs. Mallory, 4-6, 7-5, 6-4. Miss McKane beat Miss Goss, 6-2, 6-2. Miss Ryan beat Miss Rose, 6-0, 6-0. These meet in the semi-final in the order mentioned.

Mrs. Mallory was nervous, whilst Mrs. Beamish deserved to win. She played with calm deliberation.

Evans and Richard beat the Indians, Hadd and Ratnam, 6-4, 6-4, 6-4; and and Holmore and Higgs, 6-1, 6-4, 6-4; in the second and third rounds, respectively. Lt. Coste and Borotra beat Fisher and Crawford 14-12, 6-4, 6-2.

Mrs. Mallory and Miss Baneroff were successful in the second round of the ladies' doubles.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY].
BRITISH PROPOSALS TO
REMEDY CHAOS IN CHINA.

INTERNATIONAL MILITARY OCCU-
PATION OF PEKING-TIENTSIN
RAILWAY.INTERNATIONAL NAVAL
DEMONSTRATION.

LONDON, July 2nd.
The *Daily Telegraph's* Diplomatic correspondent states that the proposals made by the British Government to remedy the chaotic conditions in China, include the international military occupation of the Peking-Tientsin railway, the organisation of a Chinese gendarmerie with foreign officers, the gendarmerie, to be under Chinese Government control in order to avoid the infringement of Chinese sovereignty, but under the control of the Powers, if China declines the responsibility; an international naval demonstration off Chinese ports, raising additional revenue presumably from the Chinese customs in order to defray regularly the costs of both the civilian and military administration under international supervision.

The correspondent says that some Foreign Ministers in Peking suggested more far-reaching measures, but some of these are regarded in London as impracticable and unduly costly. Nevertheless they may prove to be necessary for the adequate maintenance of foreign security and prestige, and the present objections might be surmounted. Opinion is gaining ground in America and London that though the proposed naval demonstration might usefully constitute a concrete token of Anglo-American-Japanese solidarity, it might not effectively impress the Chinese disorderly forces in the interior.

It is emphasised that the contemplated intervention is wholly free from annexationist aims, and it is believed that it will be equally welcomed by the Chinese merchants and the nation generally, except corrupt officials and a few hotheads. But China cannot be allowed to drift into complete disruption, for the world cannot afford to lose such a market, besides those already in ruins.

THE MUI TSAI FIGHT.

A PLEA FOR LIEUT. COMMANDER AND
MRS. HASLEWOOD.

LONDON, July 2nd.
The *Daily News*, in a leader apropos the Membership of the British Empire conferred on Miss Potts, of Hongkong, for service in connection with the abolition of domestic slavery, asks why Lieut. Commander and Mrs. Haslewood, who "sacrificed a career and money, and faced social ostracism and official contempt" for this noble work, remain unhonoured.

The newspaper says it would be more fitting, before honouring others, to afford redress for the injustice done the principals in this splendid fight.

THE PEKING FIRE.

CHIEF EUNUCH ARRESTED ON
SUSPICION.

PEKING, July 2nd.
In connection with the recent fire in the Forbidden City, the chief eunuch, and seven of his assistants have been held in custody on suspicion of incendiarism.

AUTOMOBILE GRAND PRIX.

TOURS, July 2nd.
The automobile Grand Prix over a course of 700 kilometres, over the Tours circuit, resulted in Seagrave, in a Sunbeam, doing the distance in thirty-five minutes, ten and four-fifths seconds.

Dive, in a Sunbeam, was second; and Frederick, driving a Bugatti, third. Ted Guinness, in a Sunbeam, was fourth.

Seventeen started. De Viciaya, driving a Bugatti, mistook the turning after the first lap and dashed into the balustrade and smashed his machine. Some of the spectators were injured, and De Viciaya was slightly hurt.

COUNTY CRIQUET.

LONDON, July 2nd.
At Swansea, Glamorgan was beaten by Nottingham by an innings and 108. For Nottingham, compiled 100 and George Gunn 116, whilst Matthews took 5 for 68 and 3 for 10.

AHEAD OF THE MAIL.
[FROM INDIAN PAPERS].MISTAKES THAT DOCTORS
MAKE.

LONDON, June 14th.
A striking instance of mistaken diagnosis on the part of three different R.A.M.C. Medical Boards, has been revealed by Dr. Claude Wilson in the *British Medical Journal*. He mentions the case of an Officer, who, after examination by three such Boards, was discharged from the Army in 1910 owing to "cardiac debility, with heart enlargement," and told that "he must, for the rest of his days, lead a very quiet life." Dr. Wilson examined him, and found a systolic murmur, but no evidence of cardiac enlargement, while a skiagram showed that his heart was of normal size. Dr. Wilson allowed him to do some mild climbing, and improved in condition wonderfully. In 1921, he let him climb as much as he liked, and he then made some fine ascents, and returned very fit. In 1922 he was a distinguished member of the Everest Expedition. He is never sick now, and looks ten years younger than in 1920.

Dr. Somervell, of the Everest Expedition, stated that the only member of the party discharged from the Army was Brigadier-General Bruce.

LONDON, June 10th.
The three leaders mentioned had consented to Mr. Fu's proposal, hence, while he could not guarantee success, Mr. Fu hoped that such a conference would help in bringing about peace in this part of the country and lead to a better understanding in other parts. The three leaders were now waiting for a telegram to be sent in the name of the public and upon receipt this they would come to Shanghai immediately.

INDIAN OPIUM POLICY.

EARL WINTERTON ON RECENT PRESS
ATTACKS.

LONDON, June 13th.
A meeting was held in the House of Commons to-day of the Committee of the League of Nations to hear the views of the Government of India on the subject of the traffic in opium and dangerous drugs. Sir Ellis Hume-Williams presided, and some sixty Members of all parties were present.

The proceedings were private, but it is understood that Earl Winterton, on behalf of Viscount Peel, introduced Sir Robert Campbell to the gathering, and expressed his satisfaction with the opportunity given of showing how scrupulously India was observing the provisions of the Hague Convention. He referred in strong terms to the wholly unjustified attacks on India by the *Heart Press*, but entirely dissociated the distinguished American representative at Geneva from those attacks.

Sir Robert Campbell dealt in full with the policy which was being pursued by the Government of India, and drew attention to the practical results which had followed the honest application of that policy, both as regards internal use and export of opium. He pointed out the very great importance of opium as a source of revenue, and said that statistics indicated the rapidly decreasing value of opium exports from India. He stated that the Government of India did not allow export unless it was covered by a certificate from the importing Government that the drug was required for legitimate purposes. Sir John Campbell added that, if the reduction in consumption was changed into absolute prohibition, the Government of India would make no objection, but would guarantee to make prohibition effective. He explained the difficulties created by the position in China, where opium was being grown on a wholly unprecedented scale. He emphasised the importance of securing the adhesion of Persia and Turkey to the Hague Convention, and also stressed the necessity of Switzerland joining the Convention in view of its position as the centre of direct traffic in opium.

Sir Robert Campbell concluded by saying that the Hague Convention is honestly and efficiently enforced to-day, the opium problem will be solved to-morrow. The meeting unanimously adopted a resolution expressing satisfaction at the progress of the Advisory Committee of the League, and urging Government to press upon the Council of the League that it should proceed as rapidly as possible with effecting the application of their recommendations.

SERIOUS FIRE AT MORTLAKE
BREWERY.

LONDON, June 14th.
A serious fire broke out at midnight in Mortlake Brewery and the famous boat-race landmark was severely damaged. Huge crowds lined the river bank, watching the fire, which started in the malt house, and raged like a furnace, the fire spreading to the main building.

APPALLING HOSPITAL TRAGEDY.

CRIPPLED PATIENTS BURNED IN THEIR BEDS.

LONDON, June 14th.
The wooden open-air ward of the Ministry of Pensions Hospital at Birmingham has been burned down. Fifteen patients were in bed, mostly spinal cases, many being strapped to frames, on which they were carried out. Two perished, and five were injured, including two of the rescuers.

The scene was a heart-rending one, and the dead, a few minutes after were brought ablaze into the street. The rescuers, bringing out a patient strapped on a frame, were driven back into the flames, and the charred remains of this patient were found in the debris. He last words were "Don't leave me."

Nurses and officials shared in the rescue work, many heroic feats were performed, but the hot blast up, in the words of a patient, "like a cinema scene."

GOVERNMENT ENQUIRY BEING HELD.

LONDON, June 14th.
Questioned in the House of Commons, Major Kyrle said the fire had burned down at Birmingham was a wooden open air structure of the most modern type.

A full enquiry was being held into the circumstances, including the question of the suitability of such buildings.

LONDON, June 14th.
H.R.H. the Prince of Wales, in the course of his tour, visited the hospital and shook hands with several of the patients, and congratulated the rescuers on their bravery. He sent several bouquets to the patients.

PEACE CONFERENCE FOR
SHANGHAI.THE THREE CHIEF LEADERS
OF EAST CHINA.NANKING, HANGCHOW AND
SHANGHAI INVOLVED.

At a recent meeting of the Chinese General Chamber of Commerce, says the *N.Y. Daily News*, an important statement concerning the peace of the eastern part of China was made by Mr. Fu Siao En, the well-known Ningpo merchant, who is managing-director of the Commercial Bank of China and the China Merchants' S.N. Co.

Mr. Fu stated that he had personally approached the Military Governors of Kiangnan (General Chai Shih Yuan), Chekiang (General Lu Yung Hsiang), and Shanghai (General Ho Peng Ling), urged them to unite for the protection, peace and safety of the eastern section of China at this time of political crisis. Mr. Fu announced that he had invited these three Governors to meet in Shanghai with a view to discussing the question, and stated that he hoped that he would shortly succeed in bringing about a peace alliance similar to that between the Viceroy of the two Kiangs during the Ching (Manchu) dynasty. That alliance, he said, was made by the Viceroy, Lu and Yin for the purpose of maintaining the tranquillity of East China during the Boxer Rebellion.

The three leaders mentioned had consented to Mr. Fu's proposal, hence, while he could not guarantee success, Mr. Fu hoped that such a conference would help in bringing about peace in this part of the country and lead to a better understanding in other parts. The three leaders were now waiting for a telegram to be sent in the name of the public and upon receipt this they would come to Shanghai immediately.

Mr. Fu's proposal, while meeting a certain amount of opposition, is receiving support from many sources.

FIGHTING THE CRIMPS
IN SHANGHAI.SEAMEN'S UNION APPEAL TO
SHIPOWNERS.

The Shanghai branch of the Chinese Seamen's Union has sent a circular letter to all shipowners and agents in the port, offering to supply good crews at the union rate of pay. The purpose is to check the operations of crimps or "shipmasters" as they appear to be called on the China coast. The letter follows:

"Dear Sirs,—We beg to inform you hereby that this Union is a Union of all Chinese Seamen. The object of this Union is the mutual help of seamen as well as a combined labour force. The Union does not help seamen in their selfish demands and takes a leading part in labour movement only under strong pressure of combined opinion of its members. This organization can be of great utility to all concerned—Labour as well as Capital—if only there could be established an understanding between the two. Our motto, 'Mutual Help,' can be understood not only in the sense that we want to help each other, but also in the sense that we want to help Capital and Labour also. All we want is to help Capital and in exchange Capital does not give pain and press too much the Labour. In an equilibrium is attained both parties shall profit by it."

"The purpose of this letter is just this, to avoid one of the greatest evils of the China coast and this is in no way against the interests of shipowners, but, on the contrary, it may help them to get men properly qualified for the jobs. We are speaking of the present mode to hire ship-crews through the agency of boarding-house keepers ('Shipmasters,' as seamen call them). In Europe they were before called 'Bloodsuckers' and a right name for them too. Here in China, as you know it yourself, the system of 'squeezes' is prevalent. Boarding-house keepers are 'queezing' seamen to such an extent that poor hard-working people are absolutely destitute and can never get a chance to put aside some money for their old age, working for a bare living and being squeezed from what they should have put aside. This state of affairs is causing much more shipping trouble than one can suppose."

"By the present we beg respectfully to request that all the crews be hired directly from our Union or its branches in the outports. On our side we undertake to furnish you much better qualified men than 'Bloodsuckers' do. Having placed them we shall see that they work well and give you entire satisfaction. Please find enclosed herewith a 'Seamen's wages list' for different lines, which list we trust will be found by you satisfactory. Trusting that this proposal will meet with your approval."

SHANGHAI ROWING RECORD.

A pair-oar boat was rowed recently from the club pond at Shanghai to Hsien, a distance of 51 miles, in 10 hours, the previous best time being 11hr. 45mins, rowed in 1918.

The crew were Schweizer and Scholbm, the same pair who rowed the winning Interport pair for Shanghai last spring at Hongkong, and it is significant to note that, although these men have been in constant training since February, no ill effects were experienced by them when they reached Hsien, at the completion of their long trip. Rowing, if indulged in methodically, is a most beneficial form of exercise, and has absolutely no ill effects upon the participant. The men left the club on Saturday afternoon at 8.55, on the incoming tide, and reached Hsien at 2.10 on Sunday morning, having rowed most of the way by moonlight. The boat was coxed by the club's No. 1 coxswain, Mr. C. C. Daily News.

YOUTHFUL EMBEZZLER.
HOW A JAPANESE SHROFF
COLLECTED DEBTS.

Given a receipt book, by his firm, the Kwong Man Tong Printing Company, and told to collect a number of debts from Japanese firms in the Colony, a young Japanese shroff recently conceived a method of robbing his employers by entering on the counterfoil smaller amounts than those he had received, and pocketing the difference. In one case he received \$50 and he paid over to his employers only \$2. In this way the young man embezzled altogether the sum \$28, and then absconded. He returned three days later, however, but by this time the loss had been discovered and he was arrested.

Yesterday morning at the Magistracy, before Mr. C. D. Melbourne, the youth, Shuzo Tuzoko, was charged with embezzling. He admitted the charge and was sentenced to two months' imprisonment.

When arrested he was found to be in possession of \$33.60. No claim was made for this sum by the firm, a factor, which, as his Worship remarked, defendant could "consider himself lucky."

PARADISE OF FLOWERS.
A LITTLE-KNOWN REGION.

One of the most romantic regions of the world, a "paradise of flowers" was described to the Royal Geographical Society recently by Mr. F. Kingdom Ward.

This is the obscure, mountainous region lying between the Irrawaddy and the Yangtze River, China. After exploring passes and glaciers at a height of 18,000 feet, and counting nine glaciers about which nothing was known he crossed the Si La and dropped down into a deep frozen trench called the Valley of Hail.

The journey, which lasted five weeks, was over a series of rivers and gorges, the crossing of which was not without peril. One place called the "Marble Gorge" was very difficult. It was choked with semi-tropical forest, ferns and orchids, and owing to a flood the Salween river had risen 40 feet.

PERILOUS LEDGE JOURNEY.
The party had to cross a river by a rope bridge. It is composed of four separate ropes of twisted bamboo, each about the thickness of a skipping rope. In the second the rope is not inclined, but merely sags in the middle, so that instead of sliding across you have to haul yourself hand over hand.

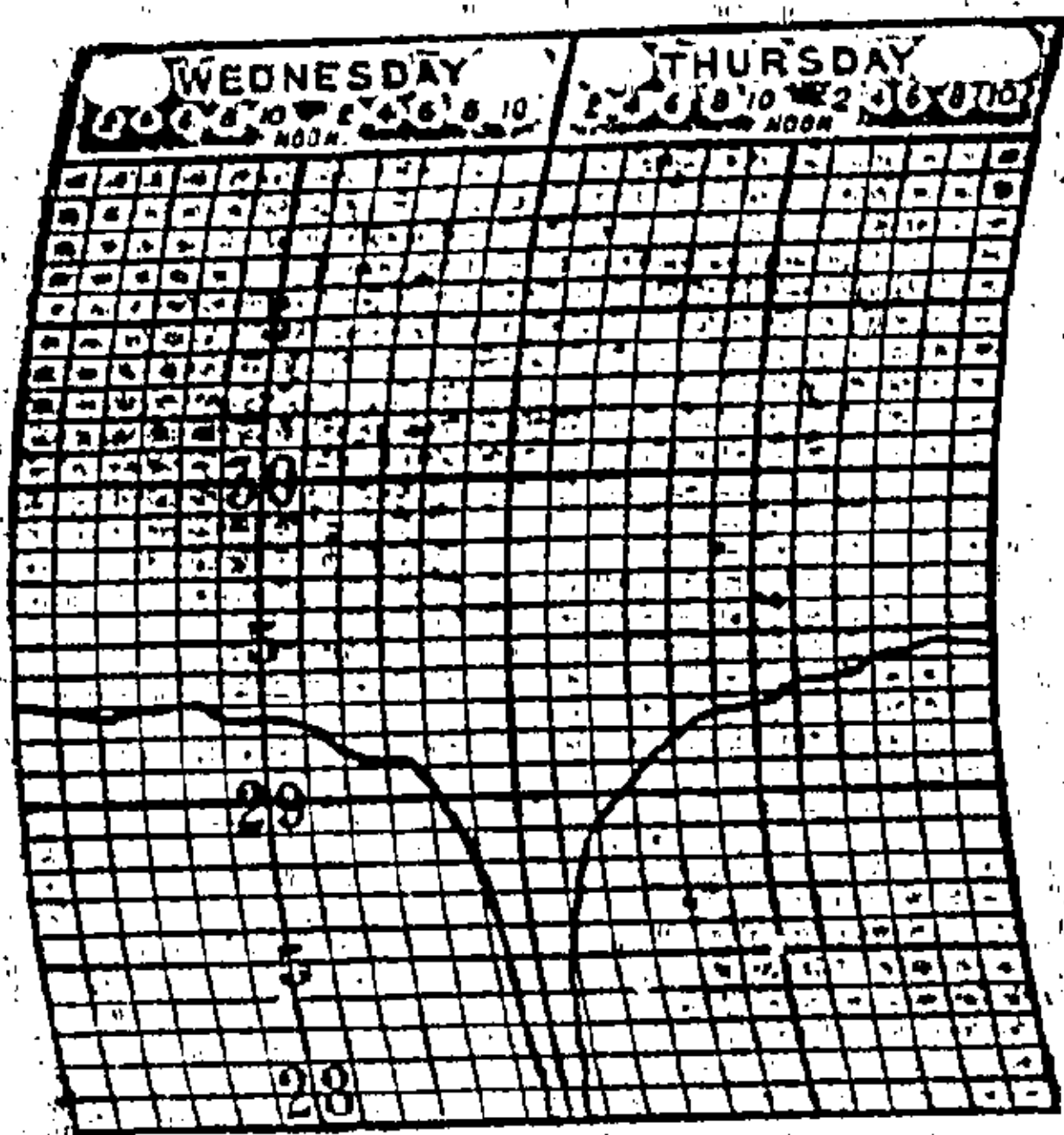
The Nung (or Kintzu) harnessed underneath the rope attached to a runner, and pushing with his feet and hauling with his hands skims rapidly across. I might never have got across, as all I had to lean against was a rope and pulled by a brawny Nung, like my own baggage."

It is well-known, remarks the *Japan Chronicle*, that, though English is "Japan's second language," some science students, especially doctors, have hitherto favoured German because of the thoroughness and excellence of the text-books in that language. Since the war there has been a great rush for German books of all kinds, but Japanese physicians have lately reported an inclination on the part of medical students and colleges to go in more for English. The entrance examination for the medical course at the Imperial University used to be German, but it has lately been decided that English may be used at the option of the candidate. Other universities are expected to follow the example.

While Sir Ronald Macleay, H.M.'s Minister at Peking was in Shanghai recently, the President and Committee of St. Andrew's Society entertained him to lunch. The function took place in the Shanghai Club, and was presided over by Mr. C. J. Scott, the President of St. Andrew's Society, who was supported by several past Presidents, including Mr. John Prentice, Mr. Duncan McNeill, Mr. Gavin Wallace, Mr. G. L. Campbell, Mr. A. Lister Campbell and Dr. R. J. Marshall. The Minister in the course of a happy little speech said it was very kind of the Committee of St. Andrew's Society to treat him as a brother Scot; he ought to be on the strength of his name, but that did not always follow, for names were queer things. He had, however, good justification for his claim to be a Scotman. The tradition in his family was that his great-grandfather on both sides received the Freedom of the Burgh of Wick. He could not conceive for what, but possibly it might have been due to their capacity for burning the candle at both ends (laughter). They might have had an unparalleled power of absorption. At any rate his great-grandfather migrated to Australia at his own expense (laughter), but his grandfather had come back and his father had kept up his connection with Scotland, having commanded the Seaforth Highlanders for 12 years and having been Honorary Colonel when he died.

BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN,
LONDON.GIVES WARNING OF APPROACHING
TYPHOONS.CHART SHOWING TYPHOON RECORDED IN SWATOW
On AUGUST 3rd, 1922.

BY ONE OF OUR BAROGRAPHS.

LANE, CRAWFORD, LTD.

HONGKONG.

TEL. 1741.

WORLD THEATRE

WEDNESDAY, 4th, to SATURDAY, 7th July,
at 5.15 P.M. and 9.15 P.M.

"WHEN HUSBANDS DECEIVE"

A Startling Revelation of Some Pointed Truths
about Men, Women, Love & Marriage
By and with LEAH BAIRD.RECENT EVENT AT LINCHING-NORTH CHINA
THE

"RELEASE OF THE CAPTIVES"

A PATHE SUPER-THRILLER IN 2 PARTS

Prices of Admission:—

Night Show:—\$1.50 and \$1.00. Matinee:—\$1.00 and 80 cts.

BOOKING AT THE THEATRE.



THE rifled tip is an exclusive Ever Sharp feature—found in no other pen. It prevents the lead from wobbling or loosening. Ever Sharp holds enough leads at one filling to last for months and a new supply of Ever Sharp Leads is obtainable wherever Ever Sharps are sold.

For Sale at Leading Shops Everywhere.

Wholesale Distributors for China:
STANDARD PRODUCTS COMPANY, INC.
14, Canton Road, SHANGHAI.

DEMOCRACY AND DOMESTIC SERVICE.

"SERVANT" TOO SERVILE.

The following were among the principal points brought out in evidence on May 24th, when the Domestic Service Inquiry was resumed at the Ministry of Labour.

Housework was regarded as drudgery, and some less laborious occupation was desired by girls.

Conditions of employment must be brought into line with other occupations for girls, both in regard to the work itself and the hours of employment.

"Servant" suggested a servile state distasteful to the democratic youth of to-day—housework was an alternative.

Girls receiving the "dole" deliberately misrepresented their capabilities to mistresses in order to avoid being engaged.

OFFICE OR SHOP PREFERRED.

The first witness was Mr. F. S. Tosswill, Secretary of the Guildford Education Committee and Director of Technical Instruction. Summarising the experience of head teachers in Guildford, he said the general desire was to avoid domestic employment, if possible.

The better class of girl desired some less laborious occupation. They rather regarded the work as drudgery. There was no doubt that in too many cases the single servant was expected to get up at 5 a.m. and do most of the house work and be more or less at call until bed-time.

Mrs. E. M. Wood (who presided) asked if the girls had any idea of the better type of domestic service, and Mr. Tosswill said he thought they viewed it in its worst aspect. Generally speaking, parents regarded it as a lower type of employment than any to be obtained in the office or in the shop.

The position would be different if there were an improvement in the status and the general conditions of domestic employment.

"The conditions of employment must be brought into line with other occupations for girls, both in regard to the work itself and the hours of employment," he added.

"Domestic service would then have its attractions. The girls would have opportunities for interest outside their work, as in other occupations." Loneliness was another bar to girls entering domestic service.

Mrs. Wood remarked that whereas loneliness was objected to on the one side, the company of the mistress was always objected to on the other. Where a mistress took a definite share of the control was the right, she asked.

Mr. Tosswill—I should think it would tend to remove loneliness.

Mrs. Wood—In Guildford you must be rather fortunate in the absence of what are called nagging mistresses. (Laughter.)

BOYS AND MEN "PUSHED OUT."

Witness added that a large number of the girls were doing the work of boys. They were competing for posts, and the tendency was to push boys and young men out. The large number of men who could do these jobs were drawing unemployment pay.

Mr. Tosswill favoured a system of apprenticeship under which young domestic servants would receive training concurrently outside the home. He thought such a scheme of apprenticeship could be arranged for girls between the ages of fourteen and sixteen. He thought it would be welcomed by the girls and their parents. The main difficulty would be with the employer.

Mrs. St. Lo Strachey raised the problem of the "untrained mistress." She suggested that the mistress who had taken a domestic science scholarship would know how to train her servants.

"It would be a well organised house," said Mr. Tosswill.

"I would do something to raise the status of servants if we trained the mistress," remarked Mr. Strachey.

"So that domestic work is laid down and planned as a man's work is in an office," replied the witness. "As an ideal, it would be really desirable."

Replying to further questions, he said that he thought girls would require their usual time off as well as time to attend domestic science classes. Domestic service, he urged, must be brought into line with other occupations in regard to conditions.

Mrs. Burgin: I don't quite see how we can do it.

Mr. Tosswill said that he hoped the Committee would find the solution. (Laughter.)

Mrs. Burgin pointed out that many of the girls would become working men's wives. "Would you have their lives when married, into line with other occupations?" she asked.

Mr. Tosswill said that they all wanted to improve social conditions. He thought an improvement in the conditions of domestic service would tend in that direction.

Lady Proctor said that there was an enormous number of houses where conditions were good and yet many servants left them because of the absurd idea of the low status.

Witness said that the education of teachers on the subject would help to dispel that idea.

LOSERS OF FREEDOM.

Mrs. E. H. Smith, Chairman of the Women's Sub Committee of the Bouth Local Employment Committee, in her evidence, also spoke of the low status of the work, and the loss of freedom and companionship. Before the servant question could be solved, she said, the same would have to be altered.

"Servant" suggested a servile state distasteful to the democratic youth of to-day. The ridicule of the comic paper and the music hall also had its effect.

Mrs. Smith thought the Press, and also the cinema and the theatre, could do a good deal towards popularising the servant question. They could hold up the ideal that the highest aim in life was to serve, and call servants "home-workers" instead of "servants."

She pointed out that there were office workers, shop workers, and factory workers. Why not "house-workers?" She also thought another name would have to be found for the "general," which often conveyed the idea of unlimited work.

Mrs. Cohen said that Civil Servants did not object to being called "servants." Neither did the railway servants.

Mrs. Smith said that they had not been the subject of skits in the papers, but the domestic servant had, and the name had a stigma.

Her opinion was that women and girls were not getting a fair chance. They would not be forced into an occupation of which they had suspicions. "Do something to make her occupation a little more attractive," she urged, "and then go on training the girls, the younger the better, because they are more adaptable." Then, in my opinion, the problem will largely solve itself.

Mrs. M. D. Adam (Chairman of the Women's Sub Committee of the Hamilton Local Employment Committee) condemned the mistress who regarded her servant as a hireling. The servant was not allowed sufficiently to share in the happenings of the home. Most mistresses and maids began with a really good feeling, but not enough care was taken to preserve it. Sometimes it was shattered by mere trifles. The fact was often overlooked that the girl, after all, had limitations. That was one reason why "generals" were so difficult to get. They were expected to do more than they could do.

THE "DOLE" BLAMED.

Mrs. M. W. Acworth, a member of the Willesden local unemployment committee, said that a considerable number of unemployed women and girls at present receiving unemployment benefit were suitable for domestic service, but their unwillingness to enter it made them, in fact, unsuitable. On the cessation of benefit girls had become willing to take domestic service, and had, in fact, entered it.

She related that for the purpose of ascertaining those who would be willing to train for domestic service on one occasion about 150 women and girls were interviewed. Of these ten took forms and promised to "think it over." One form only was returned, and this applicant shortly afterwards found work on her own account. On being interviewed, a young girl who had been a munition worker announced that she wished to be "a dapper in an office," because she had seen pictures of "flappers" in *Punch*.

Mrs. Acworth pointed out that girls who were really anxious to enter domestic service did not leave it to the Employment Exchange to find them a job. It was within her knowledge that those sent from the Employment Exchange hoped that they would not be taken on, and it was apparent that they aimed at being returned to the Exchange as "not engaged." While taking care not to refuse a job they represented themselves as so useless that no one in need of household help was likely to engage them. This unwillingness was rather encouraged by the fact that if they were not accepted for any place and could escape domestic work the dole would or might continue.

Mrs. Wood—Do you think they deliberately misrepresent their capabilities?

Mrs. Acworth replied, "Undoubtedly," and added that many employers now said that they would not take women from the exchange.

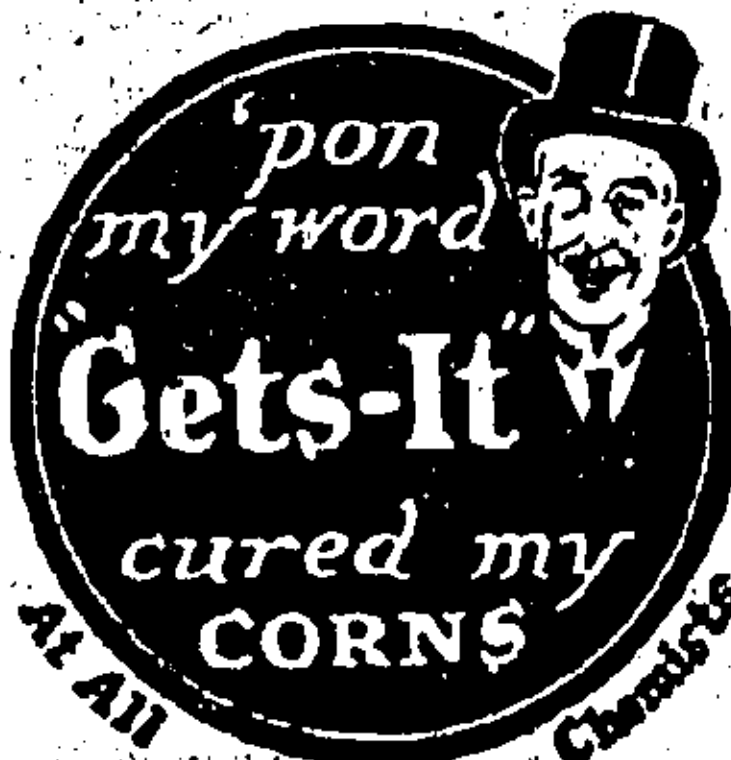
The inquiry was adjourned.

When in doubt about your eyes
or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL,
HONGKONG.

VETARZO

BLOOD MEDICINE
NEURALGIC
NERVE FOOD
TRIAL BOTTLE SENT FREE BY
MAIL ON RECEIPT OF 1/6
DR. LECLERC'S LIVER AND KIDNEY
TREATMENT FOR DISEASES OF THESE IMPORTANT
ORGANS. BOTTLES, 1/6. POSTAGE, 1/6. TOTAL, 2/6.
DR. LECLERC, 10, RUE DE LA PAIX, PARIS.

Baby's peaceful sleep

Peaceful sleep at the right time is as necessary to Baby as the right kind and quantity of food. If he does not sleep, or is restless in sleep, he is unwell, and a frequent cause of Baby's ill-health is indigestion.

A suitable form of milk is the only food for a baby up to nine months, and GLAXO is milk in its most nourishing and most digestible form.

Glaxo has only to be mixed with hot, boiled water to provide instantly the required quantity of pure, fresh, unadulterated milk—milk made specially digestible and safe for Baby by the Glaxo Process.

Ask your Doctor!

Glaxo

The Super-Milk

"Builds Bonnie Babies"

The safest, purest form of milk
for every milk purposeDon't buy Baby's feeder until you have seen the
Glaxo Feeder.

Prepared by Joseph Nathan & Co., Limited, London and New Zealand.

Build up those organs upon which your constitution depends. HORLICK'S MALTED MILK, the invigorating FOOD-DRINK, helps Nature to revitalize the whole system. Malted Barley, Wheat and Milk in concentrated form. Needs no cooking, simply add a little water, hot or cold.

Of all Chemists and Stores.

HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS, ENGLAND.

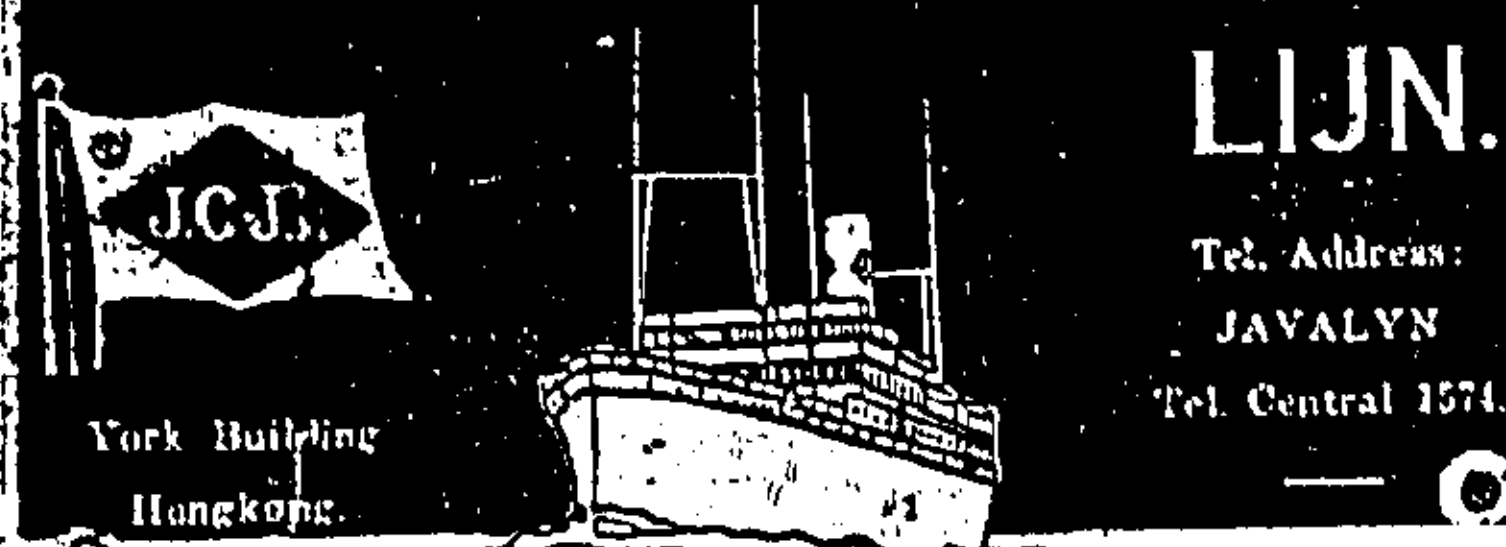
Motor Car storing, washing and cleaning
in this, our new concrete Main Garage and
Service Station, Wong Nei Chong Road
(Happy Valley), upper end of Race Course.PER
MONTH
\$20

THE DRAGON MOTOR CAR COMPANY, LTD.

Main Garage and Service Station

Telephone Central 462 or 8060

JAVA-CHINA-JAPAN



REGULAR, FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	DEPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	JAVA	In port	4th July	SWAL & NORTH CHINA
TJILIWONG	JAVA	7th July	9th July	JAPAN
TJITANGEM	LAOS	—	10th July	BATAVIA
TJILEBOET	AMOI	—	16th July	BATAVIA
TJISONDARI	NORTH CHINA	—	25th July	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Taking cargo for Belgium, Netherlands, Germany and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.	5th July.
S.S. "SALEIER"	31st July.
S.S. "SABROKA"	28th Aug.
S.S. "KERTOSONO"	—

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	12th July.
"SALEIER"	Amsterdam, Rotterdam, Hamburg & Bremen	10th Aug.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

York Buildings

General Agents.

Thos. Cook & Son.

BANKING AND EXCHANGE DEPT.

COOK'S CIRCULAR NOTES combine MAXIMUM SAFETY with CONVENIENCE.

A special feature is the precautions taken to ensure the maximum safety possible.

Ask for descriptive booklet at any of our offices.

Head Office: LUDGATE CIRCUS, LONDON E.C. HONGKONG HOTEL BUILDING
Local Address: Telephone: Central Nos. 524-5
Telegraphic Address: COUPON

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association

c/o TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER

Chosenji (Nikko)	Kyoto	Nagoya	Shimonoseki
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	San-ye Hotel
Kamakura	Miyako Hotel	Nara	Shizuka
Kashin Hotel	Matsushima	Nara Hotel	Daitokuwan Hotel
Karlsruhe	Park Hotel	Nikko	Tokyo
Mikasa Hotel	Miyajima	Kanaya Hotel	Imperial Hotel
Mampei Hotel	Miyajima Hotel	Nikko Hotel	Tokyo Hotel
Kobe	Miyazaki	Omori	Tokyo Bay Hotel
Oriental Hotel	Fujiyama Hotel	Omori Hotel	Yokohama
Tor Hotel	Nagasaki	Otsu	Grand Hotel

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN CHOSON

Fusan	Changchun	Hoten (Mukden)
Fusan Station Hotel	Yamato Hotel	Yamato Hotel
Kojin (Seoul)	Dairen	Ryogun (Port Arthur)
Chosen Hotel	Yamato Hotel	Yamato Hotel
Shingishu	Hoshigaura	Yamato Hotel
Shingishu Station Hotel	Yamato Hotel	

A LING & CO.

19, Queen's Road Central, Hongkong.

FURNITURE AND PHOTO GOODS STORE

Glass Etching, Sign Board and Mirror Making.
Canton Marble in Various Shades
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging Undertaken.
Telephone Central 1319.

SEAMEN'S INSTITUTE

21, PRINCE STREET, HONGKONG

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room.

Officers' Room, O.P.O.'s Room, Restaurant.

Concert Hall, Church.

Private Cabins and beds in Dormitories.

Steam Launch "Dayspring".

CATHOLICISM IN ENGLAND.

A PRIOR ON ITS PROGRESS.

The visit of several hundred Roman Catholics from all parts of the North of England to York, on May 22nd, to take part in the annual pilgrimage under the auspices of the Guild of Our Lady of Ransom, was the occasion of a remarkable sermon by Prior Cummins, of Kneassboro. He said they had only to look round and they saw on all sides signs that Great Britain was coming back to the old Catholic faith. There were thousands and thousands of converts in the country coming into the Catholic Church every year, and Catholics were taking a larger share in public, political, and social life. Such a thing as the King's visit to the Pope could not have happened some thirty or forty years ago; but the most striking thing of all was the change which had come over the religion of the Established Church of the land. Did they realise that there were Anglican churches in that town which were hardly distinguishable from their own Church? Did they realise that there were hundreds of thousands of pulpits in the Established Church throughout England in which the tenets of the Catholic faith were being preached week by week? In the old days they were content to call themselves Protestants, but now they were rather ashamed of the very name, and many of them boasted of being Catholics. Anglo-Catholics, some called themselves, while some simply adopted the name of Catholic.

LABOUR AND SOVIET RUSSIA.

FULL RECOGNITION DESIRED.

The General Council of the Trades Union Congress met in London on May 24th, and adopted the following resolution for communication to the Prime Minister:—
"The General Council of the Trades Union Congress welcomes the conciliatory tone of the Russian reply to the British Government relating to the trading and diplomatic relations of Russia and Great Britain. In view of the abnormal unemployment prevailing for a long period, the Council, as representing the organized workers, protests against the adoption of any policy on the part of the Government retarding the development of trading activities between this country and Russia. The Council calls upon the Government to act, in further negotiations, in such a manner as will lead to a continuation and extension of the trading agreement, and the complete recognition of the Russian Government."
The Labour Party issued the following statement the same night:—
"An urgent call has been sent to all the affiliated organizations of the Labour Party to adopt resolutions demanding acceptance by the Government of the latest Russian Note and calling for full diplomatic recognition of the Russian Government, as the best means of ensuring good relations between the two countries. Similar steps have been taken by the Independent Labour Party to bring the whole weight of its organization to bear on public opinion during the week-end, and urging the adoption of a resolution at every one of its meetings, to be telegraphed immediately to the new Prime Minister. The Labour movement regards the latest Russian Note as a very satisfactory document, and is taking vigorous action to secure its acceptance by the Government."

THE CHURCH OF SCOTLAND.

LORD HALDANE ON UNION.

Lord Haldane, chairman of the Committee appointed by the Government on the property and endowments of the Church of Scotland, whose inquiry was held in view of the prospect of union with the United Free Church of Scotland, addressed a meeting of church office bearers in Edinburgh on May 24th and referred to the Committee's report. He said that the Committee took a great deal of pains over the language of the report, and some of the criticisms that had been made on it, rather made him rub his eyes. There were those who said that the report was conspicuous by its barrenness on the great question of voluntarism. That was quite true in regard to the abstract question of voluntarism, and for a very good reason. He had always in his mind the danger of mixing up theology and law. What the Government did was to direct that consideration should be given to the question of how to make the assets of the Church of Scotland so liquid that a union or partnership could be freely brought about without legal hindrance. It was also the duty of the Committee to take into account public opinion. After all, that was the supreme arbiter, greater even than Parliament or Governments, and he had yet to learn of an extensive desire in Scotland to take part of the assets of the Established Church just before it went into union and divert them for the purposes of, say, public health or even education, or to use them for the benefit of other Churches. That was why they found in the report the simple proposition that the assets of the Church of Scotland should be made so liquid that they could come into the new union no more embarrassed than the United Free Church in joining from the other side. "Less and less, today," continued Lord Haldane, "do we hear of the conflict between science and religion. There is no such conflict in the larger outlook of our times." Union was coming not too soon. The idea of the union, which he hoped to see accomplished before long, was an idea which had been forced on them by the changes in the spirit of the age and by the necessities which were pressing on them.

Young trained male teachers are being engaged in England for service in South Australia.

At the General Assembly of the Church of Scotland in Edinburgh, on May 22nd, Professor George Milligan, of Glasgow, was appointed as the new Moderator.



Appreciation from All Quarters

For everyone who writes and testifies to the benefit received from Hall's Wine, the Great British Tonic for Health and Strength, there must be hundreds who do not take the trouble. But, judging from our files alone, its growth during nearly thirty years in the favour of doctors, nurses and patients is phenomenal.

A doctor writes: "For mental and physical exhaustion, I know nothing better than Hall's Wine. I take it myself when run down."

A patient writes: "Hall's Wine has made me feel much stronger, in fact, I feel twice as well since I have been taking it."

Hall's Wine

THE SUPREME RESTORATIVE.
Hall's Wine is obtainable from all first-class chemists and wine merchants, or direct from the Proprietors, Messrs. J. & W. Hall, Ltd., 24, Abchurch Lane, London, E.C. 4.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

WATER LEVELS IN KWANGTUNG RIVERS.

Place of Observation.	At 3 A.M.		1933.	
	High water recorded.	Low water recorded.	W. L. July 1.	W. L. July 2.
Wuchow, W. River	+79.60	-2.43	—	—
Kongmoon, W. River	+14.70	-0.80	—	—
Linkinghow, N. River	+57.00	—	—	—
Samak, N. River	+27.35	-6.00	1.77	—
Shaklung, E. River	+15.15	-0.98	5.7	2.7

ENGINEER-IN-CHIEF,

Board of Conservancy Works in Kwangtung.

*Owing to the unsettled conditions of the province, no telegrams have been received from Wuchow and Linkinghow.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	TUNGSHING	Wednesday, 4th July, Noon.
KEWCHOW via SWATOW & SHANGHAI	"TAKSANG"	Thursday, 5th July, Noon.
MANILA	"LOONGSANG"	Thursday, 5th July, 3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Friday, 6th July, 8 a.m.
BANGKOK via HOIHOW	"CHUNGSANG"	Friday, 6th July, 9 a.m.
SHANGHAI via SWATOW	"WAISHING"	Friday, 6th July, Noon.
STRAITS & CALCUTTA	"KWONGSANG"	Sunday, 8th July, Noon.
BANGKOK via SWATOW	"KUTSANG"	Monday, 9th July, 3 p.m.
SANDAKAN	"YATSANG"	Tuesday, 10th July, 2 p.m.
TIENTSIN	"MAUSANG"	Tuesday, 10th July, Noon.
Kobe via SHANGHAI	"CHEONGSHING"	Thursday, 12th July, Noon.
STRAITS & CALCUTTA	"HOSANG"	Monday, 16th July, Noon.
	"NAMSANG"	Monday, 16th July, 3 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

BRANCH LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Callings approximately weekly for passengers and cargo.

BAIPHONG LINE.—Callings at Bophong when convenient.

BORENO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "BINEANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kedah, Jersatan, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from Harbin to Howerun between Hongkong and Tientsin, calling at Waihai and Chao.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about Monday, 9th July at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
"GLENBEG"	10th July.	"GLENAPP"	5th July.
"GLENSANDA"	31st July.	"GLENLONDON"	7th August.
"GLENSHANE"	16th Aug.	"GLENLONDON"	7th August.
"GLENBEGSHIRE"	27th Aug.	"GLENLONDON"	11th July.
"GLENLUCE"	10th Sept.	"GLENLONDON"	11th July.

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

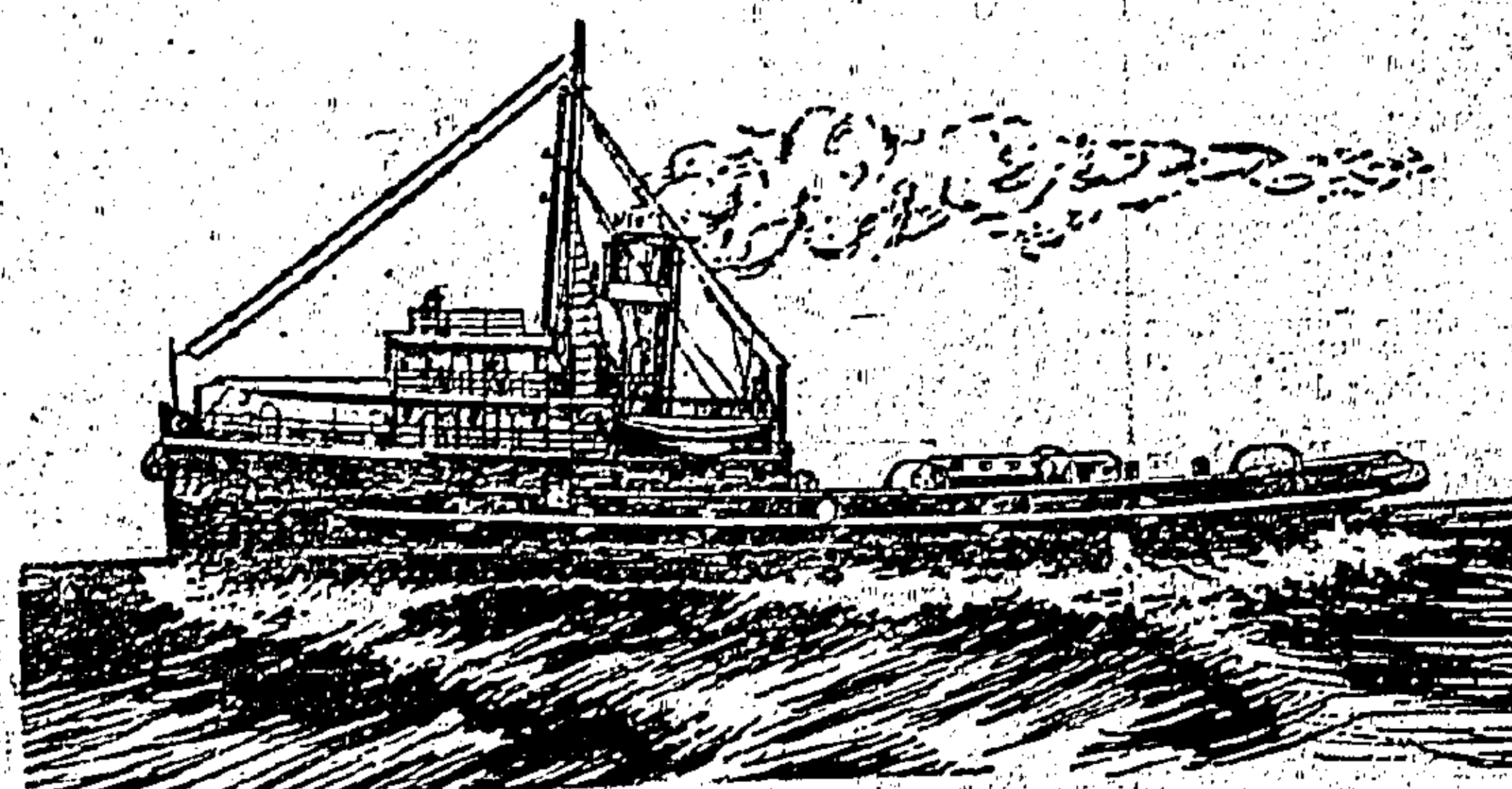
Telephone: Central No. 215 sub-27, 28 and Central 2197.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 168' B.P., Breadth 24' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

A.S. "CITY OF BOSTON" ... 23rd July ... Shanghai (Kobe & Yokohama).

HOMEWARDS.

A.S. "CITY OF MANCHESTER" ... 22nd July ... Marseilles, London, Antwerp & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class £22—2nd Class £20.
"B" Class Steamers	...	1st Class £24—2nd Class £22.
"C" Class Steamers	...	1st Class £26.

N.B.—"C" Class Steamers complete those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 7507)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

A.S. "DIOMED"	...	via Suez Canal	...	5th July.
A.S. "TELEMACHUS"	...	via Suez Canal	...	15th July.
A.S. "LANGTON HALL"	...	via Suez Canal	...	25th July.
A.S. "CITY OF MADRAS"	...	via Suez Canal	...	5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SOHN, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

(17)

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ORILLI	9th July
PORTER	23rd July
ANGKOR	31st Aug.
ORAMBOUR	20th Aug.
PAUL LECAT	31st Sept.
ANDRE LEBON	17th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 85. 00. 00. B CLASS (1st Class) ... 80. 00. 00.

B CLASS (2nd Class) ... 68. 00. 00. C CLASS (2nd Class) ... 62. 00. 00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

A.S. "LE DE MISSIONS" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

3, QUEEN'S BUILDINGS.

CONSIGNATION—TRANSHIP—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCOW

AND RETURN

(Occupying about 10 Days)

HAIFONG	...	Capt. Ellis Walker	Wednesday, 4th July, at 11 a.m.
HAIPHONG	...	Capt. J. B. Thomson	Friday, 6th July, at 1 p.m.
HAIPHONG	...	Capt. W. Q. Farnmore	Tuesday, 10th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

(General Managers)

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TORIO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MALWA"	10,341	11th July, Noon	Bay, Mars, Gib, L'don & Awerp.
"NAGPORE"	5,233	16th July	Spore, Penang, Colombo & Bombay
"KIDDERPORE"	5,234	18th July	Singapore, Colombo & Bombay
"DEVANHA"	5,091	24th July	Mars, Gib, London & Antwerp
"BOUDAN"	5,698	4th Aug.	Spore, Penang, Colombo & Bombay
"KHIVA"	5,017	8th Aug.	Mars, Gib, London & Antwerp
"KASHMIR"	5,241	22nd Aug.	Spore, Penang, Colombo & Bombay
"SICILIA"	5,813	26th Aug.	Mars, Gib, London & Antwerp
"MACDONALD"	10,513	7th Sept.	Bay, Mars, Gib, L'don & Awerp.
"DONGOLA"	10,668	21st Sept.	Mars, Gib, London & Antwerp
"MANTUA"	10,502	5th Oct.	Bay, Mars, Gib, L'don & Awerp.
"KARMALA"	10,668	19th Oct.	Mars, Gib, London & Antwerp

BRITISH INDIA - APCAR, SAILINGS

"TAKADA"	6,949	4th July, 2.00 p.m.	Singapore, Penang & Calcutta.
"TANDA"	6,956	10th July	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July, Noon	(Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
-----------	-------	----------------	---

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	10th July	Moji, Kobe & Yokohama
"KASHMIR"	5,967	14th July	Shanghai, Moji, Kobe & Yokohama
"SOUFAN"	6,696	22nd July	Shanghai only
"MACDONALD"	10,513	28th July	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GOTHIC PRINCE" ... on or about 23rd July.

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
St. George's BuildingTelephone: Central 3165
Telegrams (Furness)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

BOMBAY—fortnightly service via Singapore and Colombo.

SAIGON, HANGKOW, SINGAPORE & DELHI—Regular monthly Passenger Service.

CALCUTTA—Monthly Service via Singapore and Rangoon.

VICTORIA, BRATTLE TACOMA & VANCOUVER—Special and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco.

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

TAKAO via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

TAKAO DIRECT—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

C. N. C.
CHINA NAVIGATION CO., LTD.

Port	Steamer	Date of Departure
AMOY & SHANGHAI	"HANYANG"	On 4th July, D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 4th July, Noon
SWATOW & AMOY	"KAYING"	On 4th July, 4 p.m.
MANILA	"TAMING"	On 4th July, 4 p.m.
SHANGHAI	"NEWCHAWNO"	On 5th July, D.L.
SWATOW & SHANGHAI	"SUNNING"	On 5th July, 4 p.m.
VERHAIWEL, CHEFOO & TIENTSIN	"KUMIOHWO"	On 5th July, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 6th July, 4 p.m.
CHEFOO, TIENTSIN & NEWCHOW	"CHENGTOO"	On 6th July, 4 p.m.
SWATOW, SHANGHAI & PUKOW	"LIANGCHOW"	On 6th July, 4 p.m.
AMOY & SHANGHAI	"SOUCHOW"	On 10th July, D.L.

Excellent Saloon accommodation, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HANGKOW LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamer, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SOHN, LTD.)
Telephone: Central 33.

CARGO & PASSENGER CAN BE INSURED BY THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SOHN, LTD.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
---------	------------------------------	--

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SOHN, LTD.) Agents
Telephone: Central No. 35.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan" ... Due Hongkong 10th July.

Leave Hongkong 15th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS

TO MANILA, ILOILO AND CEBU.

TO MANILA AND SINGAPORE.

U.S.S. "West Prospect" ... Due Hongkong 7th July.

Leave Hongkong 9th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, 100, 101, 102, Building, Phone Central No. 2000.

U. P. BRADFORD, Gen. Agent.

(22)

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

A.S. "WRAY CASTLE" ... sailing on or about 10th July.

A.S. "EGREMONT CASTLE" ... sailing on or about 7th August.

A.S. "BOWEN CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,

BLACK SEA & DANUBE PORTS.

FUTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 256.

FOR BRINDISI, VENICE & TRIESTE

A.S. "DUCHESSA D'AOSTA" ... sailing on or about 9th July.

A.S. "TRIESTE" ... sailing on or about end of Aug.

A.S. "ROSA D'AMERICA" ... sailing on or about end of Sept.

FOR SHANGHAI, YOKOHAMA & KOBE.

A.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

A.S. "TRIESTE" ... sailing on or about 2nd August.

A.S. "ROSA D'AMERICA" ... sailing on or about 2nd Sept.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

A.S. "UMZUMBI" ... sailing on or about 25th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Agents.

